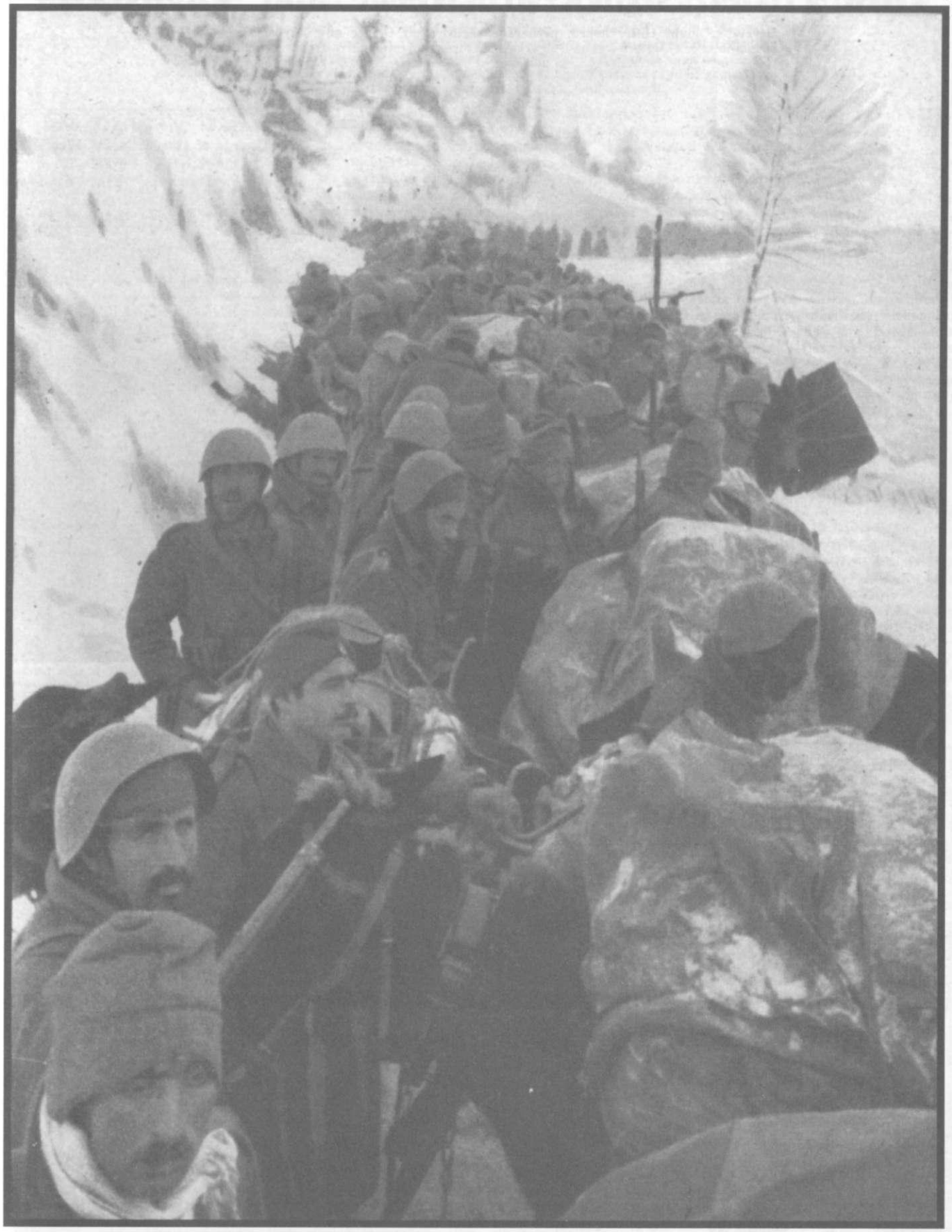


VICTORY IS WAITING FOR THEM AT THE END OF THE ROAD

Not for a moment were the Greeks daunted when Germany, without the shadow of provocation, was numbered amongst her foes. The army in Thrace entered the battle with proud enthusiasm, showing that splendid courage, that indomitable spirit, which their brothers have displayed in the bitter campaigning in the Albanian heights—conditions of which this photograph is eloquent indeed. In words of passionate patriotism King George of the Hellenes inspired and encouraged his soldiers : " All together, Greeks ! " he said ; " Victory is waiting at the end of the road ! "

Photo, Bosshard, Exclusive to THE WAR ILLUSTRATED

How Hitler Struck at Greece and Yugoslavia

Beyond a doubt Hitler hoped, perhaps expected, that Greece and Yugoslavia would succumb to his threats, just as Bulgaria and Rumania had done. But the two countries, small and weak though they are compared with the Axis Powers, refused to be bullied, preferring to fight rather than surrender. So on April 6 the Fuehrer launched his armies against them ; the great campaign of 1941 had begun.

WITHOUT troubling to declare war, the Germans invaded Yugoslavia and Greece at dawn on Sunday, April 6, 1941.

"At 5.15 this morning the German Army in Bulgaria perpetrated an unprovoked attack against Greek frontier guards. Our forces are defending their national territory." So read the first communiqué issued by the Greek High Command on that momentous day. A few hours afterwards a second communiqué stated that the attack was being delivered by powerful German forces abundantly equipped with tanks, heavy artillery and aircraft, against which the Greeks could oppose only very small forces. A very violent struggle was in progress, and though the Greek fortifications resisted strongly, one at least of the frontier forts was blasted into surrender and some areas of the national territory had to be evacuated. But along the front as a whole the Germans were held up with heavy losses.

Yugoslavia's first experience of Nazi savagery was when at 3.30 on that Sunday morning the first of many waves of German bombers appeared over Belgrade's roofs. The capital had been declared an open city by the Yugoslav authorities, but the claim was brushed aside, and soon the German radio was gloating over the destruction caused by the Nazi 'planes. "Our target was the military and moral nerve centre of Yugoslavia." In a short time the Stukas had turned the city into a mass of ruins, and the streets were littered with the dead bodies of women and children and old men.

After the attacks had been launched, Ribbentrop in Berlin handed Notes to the Greek and Yugoslav ministers, "explaining" the German aggression. Germany and Italy had never asked more of Greece, he protested, than that she should preserve real neutrality, but she had more and more openly ranged herself with the enemies of Germany, and in particular with England. "Within the last few days Greece has openly become a theatre of operations for British forces. Large-scale operational landings and troop movements of British troops are now being carried out, and American reports confirm that a British army of 200,000 men is standing ready in Greece." So the German government had given orders to their forces to drive the British from Greek territory. Any opposition would be ruthlessly crushed, but "the German troops are not coming as enemies of the Greek people . . . the blow which Germany is forced to deal on Greek soil is intended for Britain."

In the Note to Yugoslavia reference was made to the Three-Power Pact signed in Vienna on March 25—"an agreement which granted lasting security for the Yugoslav State, and a happy future for its people." Yet the Yugoslav ministers who had put their signatures to the agreement were arrested on their return to Belgrade by order of "a clique of conspirators." So, to quote the concluding sentence from Hitler's proclamation to the German people broadcast by Goebbels at 5 a.m. that same morning, "I have decided to entrust the further representation of German interests to that force which it has again been proved is alone able to protect right and reason."

The map shows the peacetime disposition of the Yugoslav Armies. Following the German invasion of April 6 the Third Army was soon in difficulties, while the First, Fourth, and Fifth were compelled to fall back.
Courtesy of "News Chronicle"

Although Hitler had known it for some weeks—the German Consul in Salonika kept him well informed of every development—the British public were surprised to hear that a British Expeditionary Force had already gone to Greece. The news was given in an official statement issued in London on the night of April 6.

"After the entry of German troops into Bulgaria had brought to a head the long threatened German invasion of the Balkans, his Majesty's Government in the United Kingdom, in full consultation with the Dominion Governments concerned, have sent an Army to Greece, comprising troops from Great Britain, Australia, and New Zealand, to stand in the line with the soldiers of our brave Ally in defence of their native soil. The British Air Force, which has for some time been operating in Greece against the Italians, has been strongly reinforced."

A little later it was revealed that the new B.E.F. had reached Greece losing not a ship or a man on the way. German and Italian aircraft had altogether failed to interrupt the flow of convoys ; and as for the Italian fleet—it too had made the attempt, only to permit Cape Matapan to be inscribed on the roll of Britain's victories. The expeditionary force included Australians, New Zealanders, and other veterans of the Libyan campaign, and their reception in Greece was enthusiastic beyond description.

The German masses which crossed the Greek frontier from Bulgaria met with the most determined resistance from the Greek troops, particularly in the Struma valley. Here and there the Greek forts were over-

GREEKS! WE SHALL WIN!

King George of the Hellenes' Message to the Greek People.

GREEKS ! A new enemy this morning insulted the honour of our country. With no warning, at the same moment as the German Government handed the Greek Government a document simply announcing their action, German troops attacked our frontiers.

Our heroic army, watchful guardian of the sacred soil of our country, is already defending it with its blood.

Greeks ! The Greek people, who have proved to the world that they rank honour above everything else,

KING GEORGE OF GREECE is seen in this photograph—radioed, hence its blurred appearance—in Athens with General Papagos, Commander-in-Chief of the Greek Army.
Photo, Associated Press

will defend it against this new enemy to the end. Attacked today by yet another empire, Greece, so small, is at the same time so great that she will allow no one to touch her.

Our struggle will be hard and without mercy. We shall not be afraid. We shall bear all our sufferings, and shall not shrink from any sacrifice, but victory is waiting for us at the end of the road, to crown Greece once again and for all time.

We have at our side powerful allies—the British Empire with its indomitable will, and the United States of America with their inexhaustible resources. On the battlefield we are fighting side by side with our Yugoslav brothers, who are shedding their blood with us for the salvation of the whole Balkan Peninsula and of humanity.

We shall win with the help of God and the benediction of the Holy Virgin. **Yes, we shall win! The history of the nations will once again have to write that the country renowned for Marathon and Salamis does not waver, does not submit, does not surrender.**

All together, Greeks, men, women and children, stand erect, clench your fists and be at my side the defenders of the Greek motherland of yesterday, of today and of tomorrow, worthy of your ancestors, an example to your descendants, defenders of the freedom which has sprung from the sacred bones of the Greeks.

Foward, Children of Hellas, for the supreme struggle, for your altars and your hearths ! *George II*

We shall resist and win.
General Papagos, Greek C.-in-C.

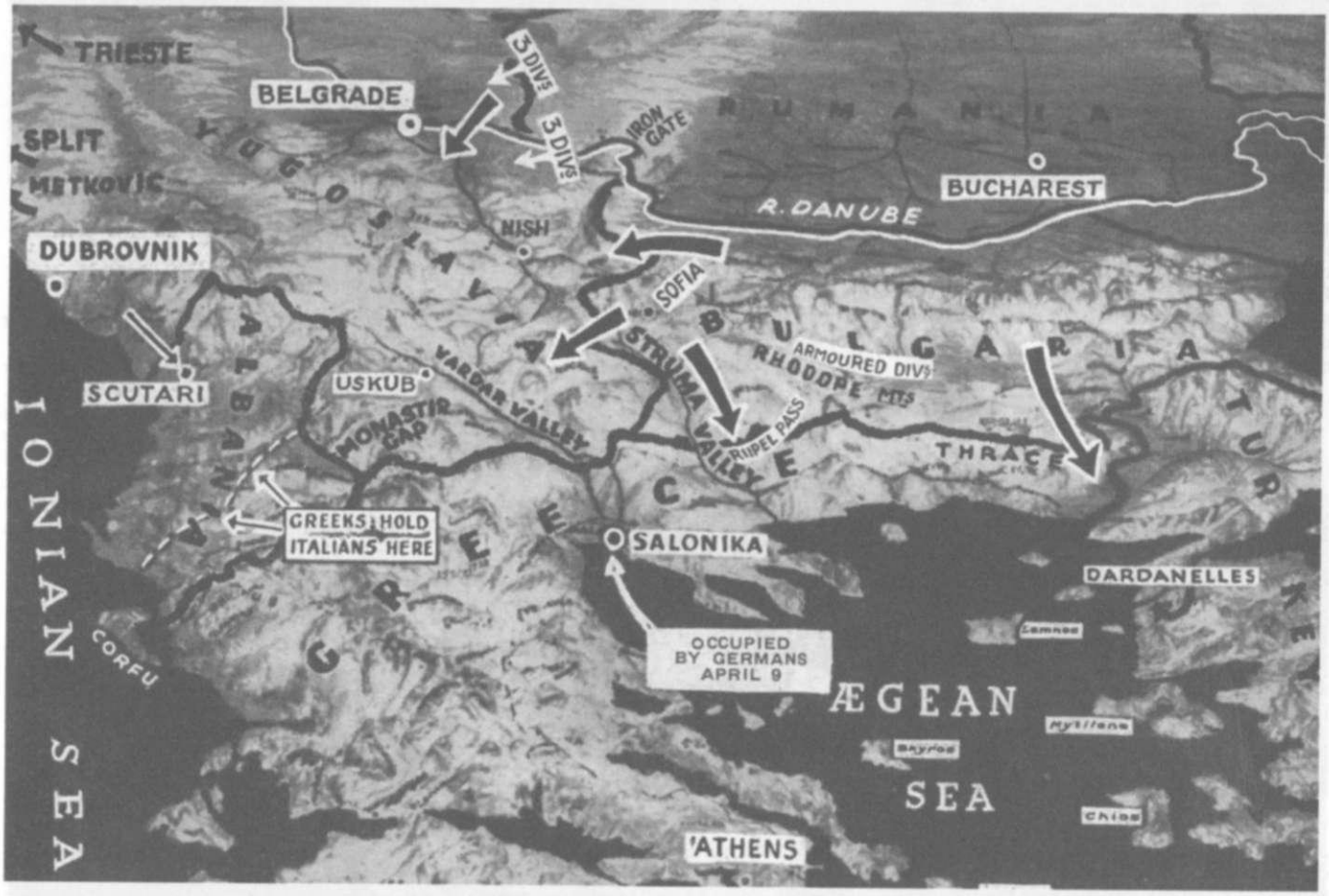
Our motto remains the same : "Disdain Death."
M. Papavassiliou, Greek Minister of Marine

Where the New Balkan War Is Being Fought

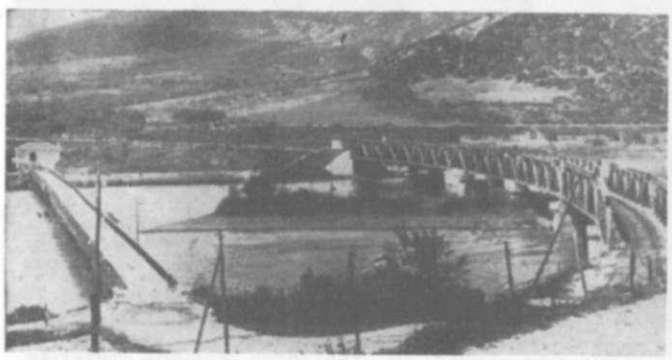
SKOPLJE (Uskub in Yugoslavia is 130 miles from Salonika. Here is a scene in the Turkish quarter.

ZAGREB, capital of Croatia-Slavonia, on the River Sava, is famous for its cathedral and university. A general view shows the city roofs stretching towards the long line of the mountains.

BELGRADE, although previously declared an open town, was ruthlessly bombed by the Nazis.



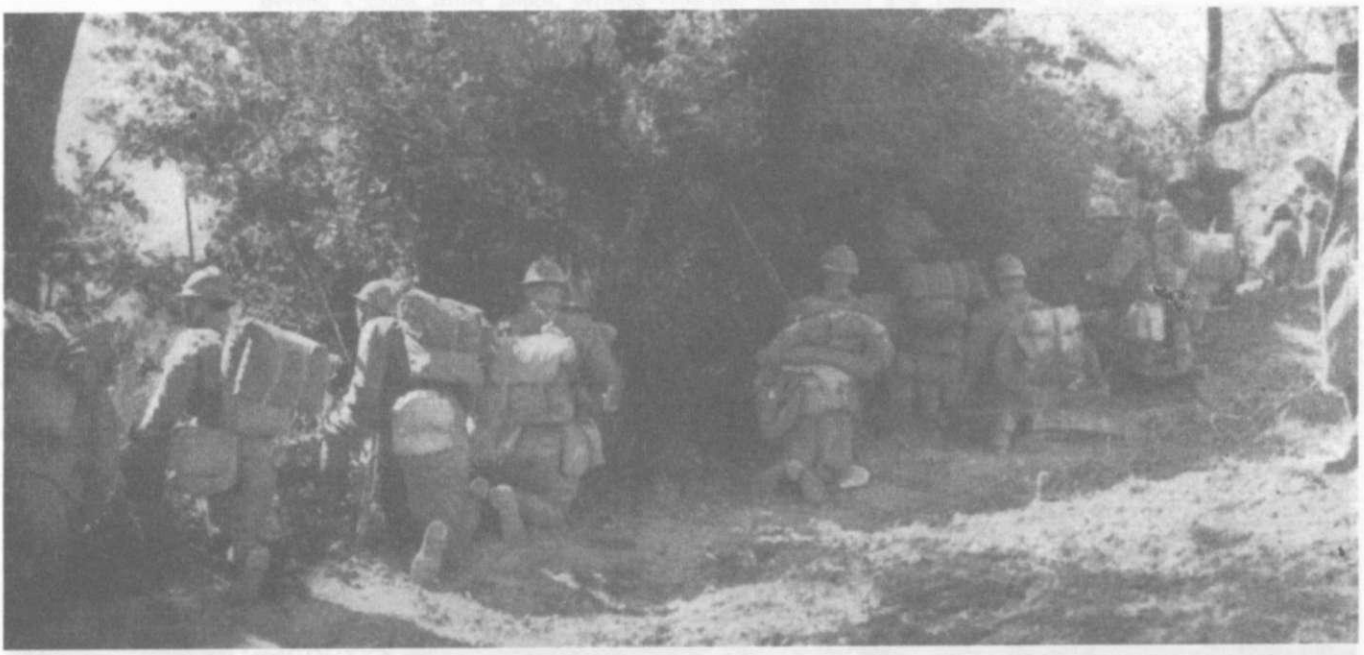
THE BALKANS WAR ZONE: opening moves in the campaign, Yugoslav (small arrows) and German (heavy black arrows.)



STRUMA VALLEY, scene of the powerful Nazi drive towards Salonika, runs from Bulgaria into Greece, some sixty miles to the north of the great Greek port. By her invasion of two more countries (Yugoslavia and Greece) Germany created a new front of almost 700 miles—from the Adriatic to the Aegean Sea. SALONIKA, right, was captured by German mechanized forces, after fierce fighting with Greek covering troops, on April 9; this view shows the large harbour.

Map, "Daily Sketch"; Photos, Dorien Leigh, Associated Press, Wide World, Fox

Salonika Fell After Three Days of War

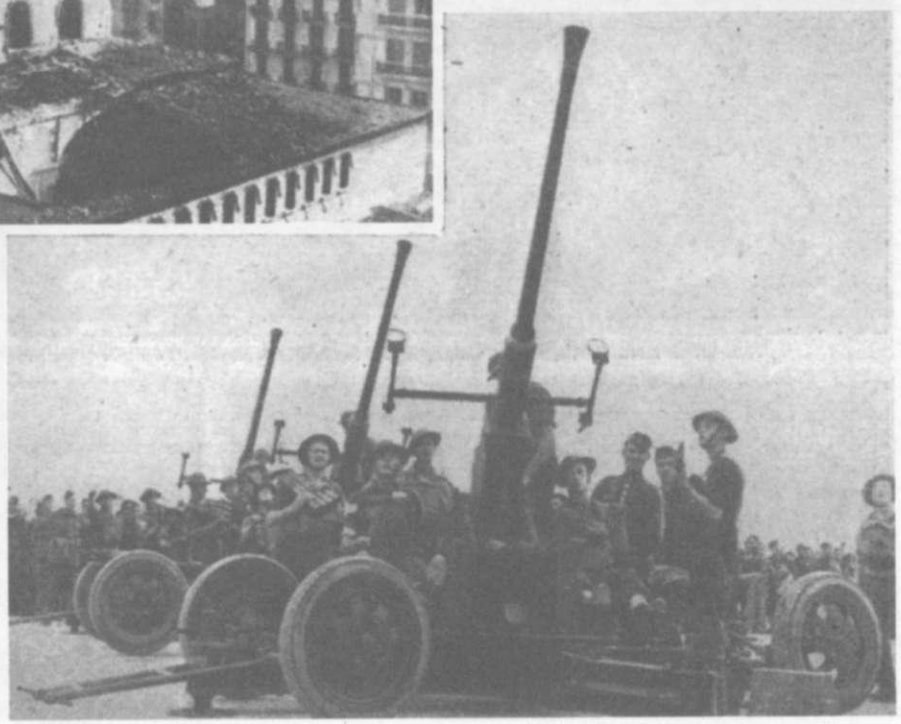


THE YUGOSLAV ARMY had to face Nazi thrusts in force from Austria, Hungary, Rumania and Bulgaria, as the Germans attempted to encircle them and cut them off from their Allies. Yugoslav infantry are seen above during manoeuvres. *Photo, Press Topics*

whelmed by the German armoured hordes and fell, having resisted to the last; but others managed to beat off every attack. Elsewhere, however, the battle was not going so well for the defenders. In order to avoid unnecessary sacrifice, western Thrace was evacuated according to plan, with the result that the Germans on April 7 reached the Aegean, thus cutting off Greece from land communication with Turkey. Then just west of the Struma Valley where the frontiers of Yugoslavia, Greece and Bulgaria meet, the Yugoslav army was forced to withdraw in front of great German pressure, thus leaving the Greek left flank uncovered. Seizing their advantage a German mechanized division penetrated the mountainous region to the east of the Vardar and swooped down on the Greek town of Doiran. For many hours a small Greek mechanized formation strove heroically to slow down the enemy advance, but finally the Germans succeeded in advancing dangerously far down the Vardar valley in the direction of Salonika.

Meanwhile, what of the war in Yugoslavia? The first communiqué of the Yugoslav High Command, broadcast over the Belgrade wireless on April 8, said that on all fronts the situation was in the Yugoslavs' favour and that the enemy attacks were being repulsed with the greatest vigour. The Germans were invading the country from Hungary, Rumania and Bulgaria, the principal thrust being the third, aimed at separating the Yugoslavs from their Greek allies, and by April 9 the Germans claimed that with both Nish and Skoplje (Usküb) in their hands and the Albanian frontier reached, this had been accomplished.

But the principal struggle was between the Greeks and Germans at the Struma Pass. Even the German official spokesman was constrained to admit that the Greeks were fighting courageously, but the weight of men and metal soon began to tell. Greek resistance was thrust aside and a German mechanized division thundered into Salonika at 4 a.m. on April 9.



GREECE'S GREATEST PORT, Salonika, was raided by Italian aircraft many times, and among the buildings damaged was the church of St. Sophia, seen in the centre photograph; on April 9 the great port was captured by the Germans. Above, British anti-aircraft guns parked in a Greek town. *Photos, British Official: Crown Copyright; and Wide World*

Eden and Dill Acclaimed in Athens

BRITAIN'S FOREIGN SECRETARY, Mr. Anthony Eden, accompanied by General Sir John Dill, Chief of the Imperial General Staff, arrived in the Greek capital on March 2, 1941, on an official visit which lasted until March 5; they paid another visit at the end of the month. They had long discussions with the King of the Hellenes and the Prime Minister (M. Korizis), but in the intervals visited some of the glorious ruins of ancient Athens. They are here seen leaving the Acropolis amidst an admiring crowd. General Dill is thoroughly familiar with the Near and Middle East, for after serving on the General Staff in India, 1929-30, he commanded the British forces in Palestine, 1936-37. *Photo, Keystone*

British Soldiers Are No Strangers to Greece

THE B.E.F. IN GREECE is following in the footsteps of the men who took part in the Salonika campaign against the Bulgarians in 1915-1918. The two photographs in this page show scenes during that campaign. Top is a mule-drawn "travois," a litter with one end trailing on the ground used for conveying wounded to the dressing stations. Lower photograph, British troops on a rough road in Macedonia have discarded their tunics to march in the baking sun. The Balkans B.E.F. of those days was commanded by Lord Milne.

Photos, Imperial War Museum. L.N.A.

THE MARVEL OF CAPE MATAPAN

Admiral Cunningham's Victory Hour by Hour

Some account of the great naval victory off Cape Matapan has been given in page 394. Now we are able to give a more detailed account issued by the Ministry of Information, supported by first-hand stories of the action by officers of the ships engaged, and with the Italian communiqué as an interesting, if hardly factual, conclusion.

24 hours time: 07.49 = 7.49 A.M.; 17.00 = 5 P.M.

ABOUT midday on March 27, 1941, air reconnaissance reported that enemy cruisers were at sea to the south-eastward of Sicily. Commander-in-Chief Mediterranean was then at Alexandria with the main body of his fleet. It was immediately clear to him that these enemy cruisers could not be up to any good and he concluded that their probable intentions were to attack our convoys between Egypt and Greece.

Acting on this supposition he made the following dispositions of the forces at his disposal: The Vice-Admiral Commanding Light Forces, Vice-Admiral H. D. Pridham-Wippell, C.B., C.V.O., R.N., with his flag flying in H.M.S. Orion (Flag-Captain G. R. B. Back, R.N.) had with him the cruisers Ajax (Captain E. D. B. McCarthy, R.N.), Perth of the Royal Australian Navy (Captain Sir P. W. Bowyer-Smyth, Bt.), and Gloucester (Flag-Captain H. A. Rowley, R.N.) and some destroyers. This force the Commander-in-Chief Mediterranean ordered to proceed to a position south of Crete in which it would be strongly placed to intercept any enemy forces attempting to interfere with our traffic with Greece.

The Commander-in-Chief, whose flag was flying in H.M.S. Warspite (Flag-Captain D. B. Fisher, C.B.E., R.N.), had with him the battleships Valiant (Captain C. E. Morgan, D.S.O., R.N.) and Barham (Flag Captain G. C. Cooke, R.N.), the aircraft carrier Formidable (Flag-Captain A. W. La T. Bissett, R.N.) and some destroyers. This force was ordered to raise steam with all dispatch.

As soon as it became possible that a fleet action might take place, a force of Greek destroyers steamed out to the westward in the hope of intercepting enemy forces endeavouring to escape into the Adriatic. Unfortunately the line of the enemy retreat did not give them an opportunity to attack.

March 27. P.M. The Commander-in-Chief took his main fleet to sea from Alexandria and steamed to the north-eastward in the hope of intercepting enemy forces and bringing them to action.

March 28. 07.49. Air reconnaissance reported enemy force consisting of one Littorio class battleship (later stated to be the Vittorio Veneto), six cruisers and seven destroyers about 35 miles south of Gavdo Island. This enemy force was steering to the south-eastwards, and soon after being sighted it was seen to be joined by two more cruisers and at least two more destroyers. At the time of this sighting V.A.L.F. with the cruiser force was about 40 miles to the south-eastward of the enemy. The Commander-in-Chief with the main fleet was then about 95 miles to the south-eastward of the cruiser force and steaming to the north-westward.

08.02. Acting on the aircraft report of sighting the enemy, our cruiser force altered course to the northward and made contact with enemy cruisers. Having made contact, V.A.L.F. turned his cruisers to the south-eastward to draw the enemy on towards the battle fleet.

About 09.00. The enemy cruisers turned 16 points and began to steer to the north-westward. The British cruiser force followed suit in order to keep in touch.

10.58. V.A.L.F. sighted the Littorio class battleship 16 miles to the northward. On sighting the enemy battleship V.A.L.F. turned his cruisers once again to the south-eastward in order to keep outside range of the heavy guns of the enemy battleship and to draw the enemy forces towards his Commander-in-Chief.

11.30. A torpedo bomber attack launched from H.M.S. Formidable developed on the Littorio class battleship. One possible hit was claimed in this attack. Either this attack or the knowledge of the presence of an aircraft carrier caused the Littorio class battleship and her accompanying cruisers to turn to the north-westward. The enemy was thus again heading for his bases. This abrupt turn by the enemy caused V.A.L.F. to lose touch, but our cruiser force almost immediately came in sight of our own battle fleet and the whole of our forces pressed on after the enemy.

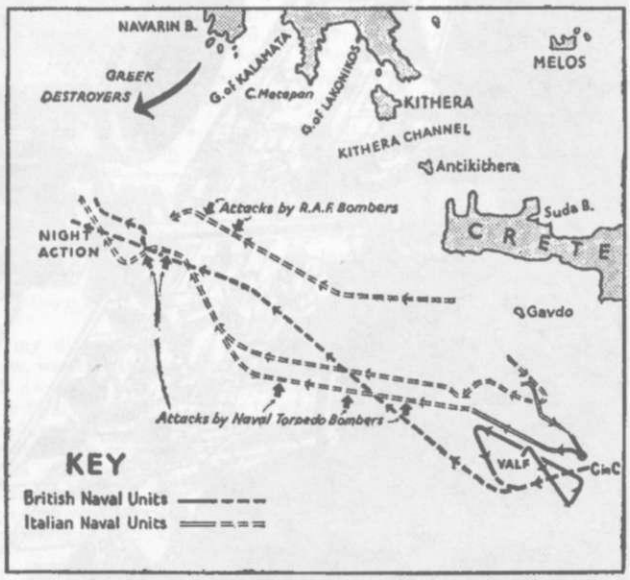
11.35. Our aircraft sighted and reported a second enemy force about 80 miles west of Gavdo Island. This force consisted of two Cavour class battleships, three cruisers and four destroyers. At about this time another torpedo bomber attack by naval aircraft was launched against the enemy force, which included the Littorio class battleship. One hit was claimed in this attack.

Early afternoon. Naval aircraft again carried out a search for the enemy, with whom touch had been temporarily lost. The enemy was again located. A further torpedo bombing attack was launched, and three torpedo hits on the Littorio class battleship were claimed.

Between 15.00 and 17.00. Blenheim bombers of the R.A.F. attacked the enemy with bombs. In these attacks it was claimed that two direct hits were scored on one cruiser, one on a destroyer, and two probable hits on another cruiser.

16.00. The Commander-in-Chief received a report from aircraft that the speed of the Littorio class battleship had been drastically reduced. He at once ordered V.A.L.F. to press on with his four cruisers to regain touch.

Dusk. Two further torpedo bombing attacks were launched by naval aircraft. One enemy cruiser was definitely hit by a torpedo. The Vice Admiral Commanding Light Forces regained touch with the enemy just after dusk, and some destroyers were ordered to attack, others being retained with the battle fleet for screening duties. Having led the destroyers to the position from which they were to commence their attack, V.A.L.F. led his cruisers clear of his destroyers to the north-eastward.

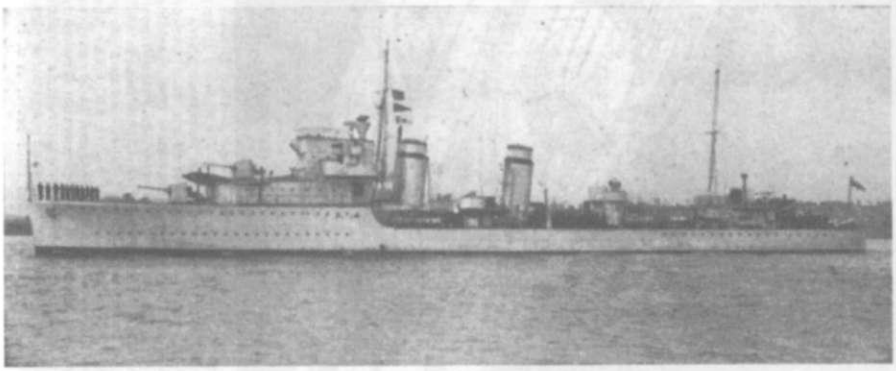


This Admiralty plan of the naval Battle of Cape Matapan shows the approximate courses followed by the British and Italian ships. The solid black line, bottom right, shows the attempt by Vice-Admiral H. D. Pridham-Wippell, Commanding the Light Forces, to draw the main Italian force towards the battleships of the Commander-in-Chief. *Map, British Official: Crown Copyright*

22.10. It was reported to the Commander-in-Chief that an enemy vessel was lying damaged and stopped three miles to port of the battle fleet's course. The Commander-in-Chief at once turned the battle fleet to engage this unit, revealed as the Italian cruiser Pola.

While approaching the Pola three enemy cruisers were sighted on the starboard bow. This enemy force consisted of two Zara class cruisers led by a smaller cruiser of the Colleone class. This enemy force was crossing the bows of our battle fleet from starboard to port. As the enemy cruisers passed ahead of the screen H.M.S. Greyhound illuminated the leading heavy cruiser. Our battle fleet at once opened fire. The enemy must have been taken completely by surprise. The first salvos hit at a range of about 4,000 yards and practically wrecked both the heavy cruisers of the Zara class as far as fighting was concerned. Enemy destroyers which were astern of the cruisers were then seen to turn and fire torpedoes and our battle fleet turned away to avoid them.

Exactly what followed is still obscure, but H.M.A.S. Stuart (Captain H. M. L. Waller, D.S.O., R.A.N.) and H.M.S. Havock (Lieutenant

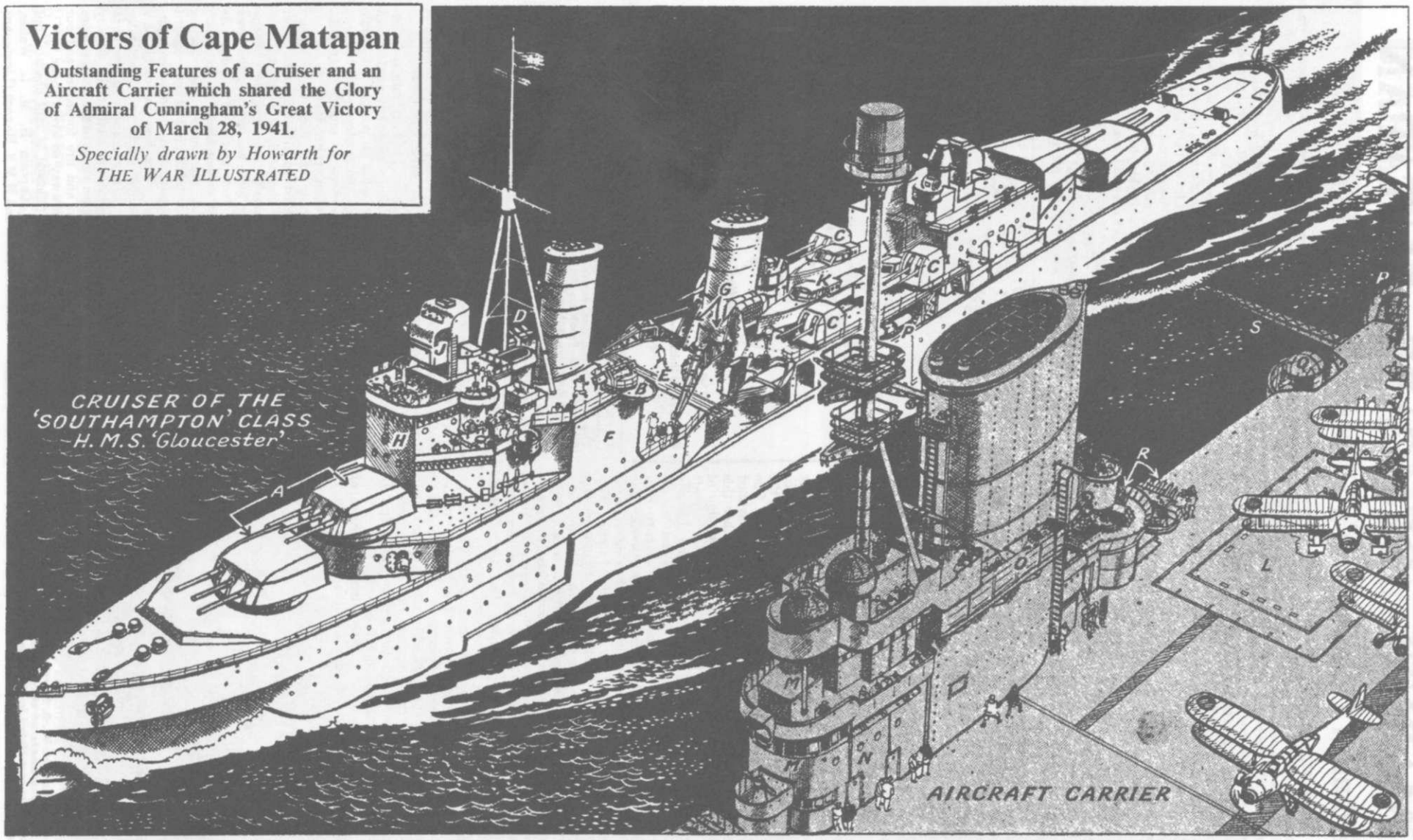


H.M.S. GREYHOUND (Commander W. R. Marshall-A'Deane) was the destroyer which turned her searchlights on the enemy cruisers as they crossed the bows of our battle fleet from starboard to port. Greyhound was completed in 1936, has a displacement of 1,335 tons, and is armed with four 4·7-inch guns and eight 21-inch torpedo tubes. *Photo, Wright & Logan*

Victors of Cape Matapan

Outstanding Features of a Cruiser and an Aircraft Carrier which shared the Glory of Admiral Cunningham's Great Victory of March 28, 1941.

Specially drawn by Howarth for THE WAR ILLUSTRATED



CRUISERS AND FLEET AIR ARM were largely responsible for the victory off Cape Matapan.

Seen in this drawing is a cruiser of the Southampton class, one of which, H.M.S. Gloucester, was operating under the flag of Vice-Admiral H. D. Pridham-Wippell when the Italians were intercepted. She displaces 9,400 tons, has an overall length of 591½ feet, and turbines of 82,500 s.h.p. give her a speed of nearly 33 knots. The twelve new pattern 6-inch guns (A) can be elevated to 60 degrees (the centre gun in each turret is set slightly back to allow for ease of working). Against aircraft the multiple pom-poms (B) and twin batteries of high-angle 4-inch guns (C) are deadly. Two sets of triple 21-inch torpedo tubes (D) are also included in the armament. An aircraft catapult (E) is permanently fixed athwart the vessel, and three aircraft are housed in the hangars (F) either side the funnel. Two cranes, in stowed position, for lifting the aircraft back on to the ship, are seen at (G). The navigating and directing of the ship is all carried out in the large armoured superstructure (H) on top of which is fitted the revolving tower (J) which directs the fire of the 6-inch guns. Amidships at (K) can be seen the ship's motor-boats. Accommodation for the crew of 700 in these ships is well planned.

In the foreground of the drawing is shown the superstructure and part of the 100-feet-wide deck of a modern aircraft carrier. This is a very similar vessel to H.M.S. Formidable.

The Albacore torpedo-bombers (6 squadrons of varied types of aircraft are carried) have been brought up from the hangars below by means of the large lift (L) and are now closely packed in echelon on the after part of the flight deck, waiting to follow the leading plane into the air.

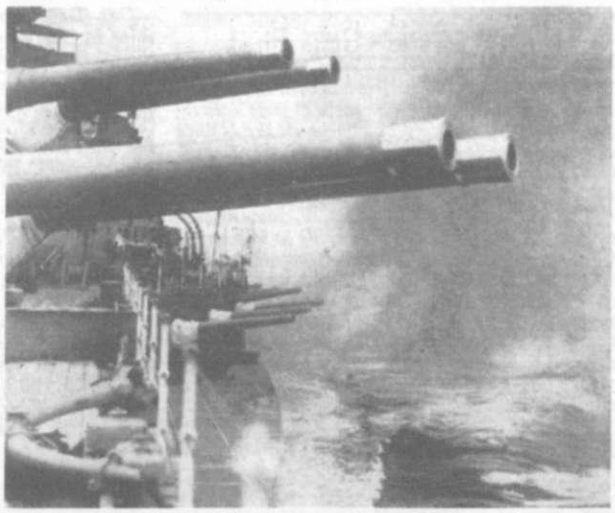
The navigating of the ship is carried out at (M) and inside the superstructure (N) are the chartroom and meteorological office from which pilots and observers obtain data for their flights. The bridge (O) can be slung out over the flight deck, giving better control over the aircraft during certain operations. Twin 4.5-inch A.A. guns (P), of which there are usually 16. (Q) shows the fire-directing tower for these guns (one tower for each set of guns). Multiple pom-poms (R) and aerial mast (S) in lowered position.

The modern aircraft carrier displaces about 23,000 tons, and has a length of 700 feet. The 110,000 s.h.p. engines give a speed of over 30 knots. The great ship has a complement of 1,600.

'Planes and Ships in Victorious Combination

G. R. G. Watkins, R.N.) certainly did considerable execution. The destroyer attacking force which was searching for the damaged Littorio class battleship failed to locate her and it seems probable that she moved off during the action between our battle fleet and the enemy cruisers. Some of the destroyers from this attacking force subsequently made touch with the destroyers sent in by the Commander-in-Chief to mop up, and they assisted in sinking Zara and Pola.

Night. March 28-29. It appears probable that the Littorio class battleship became heavily engaged with her own forces as heavy gunfire was heard at a time and from a direction which made it impossible for any of our forces to be engaged.



H.M.S. BARHAM'S 6-in. guns are here firing a salvo. The destruction of the three Italian cruisers at Matapan was achieved by the eight 15-in. guns of each of the three capital ships engaged. The Barham carries twelve 6-in. guns. *Photo, Sport & General*

March 29. A.M. Extensive air search failed to disclose any of the remaining Italian ships, who must have made their escape under cover of darkness.

Some 55 officers and 850 men from the Italian vessels which had been sunk were picked up by our forces, and by Greek destroyers which were now actively cooperating. The survivors included Captain Despini of the Pola; Admiral Cantoni, commanding the Italian heavy cruiser squadron, is thought to have been lost in the Zara. Some hundreds more Italian survivors would have been picked up by the Allied forces had not the lifesaving operations of our ships been interrupted by dive-bombing attacks delivered by the German Air Force. These dive-bombing attacks, although ineffective, caused the abandonment of our rescue operations. One JU 88 was shot down during these attacks. One JU 88 which had attempted to interfere with our operations on the previous day had also been shot down.

When the Commander-in-Chief reluctantly decided to abandon the rescue of Italian seamen in order to avoid exposing his ships and incidentally the Italian survivors to danger from the German aircraft, he made a signal *enclair* to the Chief of the Italian Naval Staff, stating that over 350 Italian survivors were believed to be on rafts, giving their positions, and stating that a fast hospital ship would be needed to pick up such survivors as he had been unable to rescue. He received the following reply from the Commander-in-Chief of the Italian Navy: "Thank you for your communication. Hospital ship Gradisca already left Taranto yesterday evening at 17.00."

Admiral Cunningham also made a signal thanking the Greek Navy for its very prompt and valuable co-operation.

Seen from the Gloucester's Bridge

ONE of the light cruisers composing Vice-Admiral Pridham-Wippell's squadron was H.M.S. Gloucester. She maintained contact with the fast enemy squadron through March 28, and a vivid picture of the battle was given by her Gunnery Officer, whose position 70 feet up in the cruiser's control tower gave him an unsurpassed view of the whole action.

We had contacted about three enemy heavy cruisers shortly after 8 a.m. We turned away and they followed, lobbing salvos in the direction of our squadron while keeping out of range of our lighter armament.

After about an hour of this, during which time we were steaming south-eastwards in the direction of our own fleet, they had closed the range to about 23,000 yards—13 miles—which gave us some chance. We let go several salvos which were falling pretty close when the Italian cruisers suddenly turned off.

That was the signal for us to turn again, and we kept them in sight until shortly before 11 a.m., when there was a series of terrific explosions which many of us thought at first were salvos of bombs.

I swept the horizon with my director, and there, far on our starboard bow, was this Italian warship. It took my breath away.

There she was, just in her ordinary battleship grey, without a scrap of camouflage, about three-quarters on to us, so that her fighting tower and two funnels made a solid mass of upperworks.

She was at an angle which enabled all her guns to bear on our squadron. From time to time she was hidden in gigantic puffs of smoke and flashes, and her 15-in. "bricks" began to sing all round.

We turned off so that we brought her on our port quarter, and the squadron was ordered to put out a smoke screen. Unfortunately for us we were the windward ship, with the result that our smoke covered the others but left the poor old fighting Gloucester outside it.

The battleship at once shifted her range and began to pump shells at us in earnest. Splinters from some of her 15-in. shells actually fell aboard us, but they did not even scratch the paintwork.

We were going all out while she was keeping course which would enable her after-guns to bear on us still. After half an hour of this, during which time some of her salvos fell within 50 yards of us, we were very relieved to find the range was opening.

By this time the battleship was hull below the horizon, but even so you could still see her bow wave.

Then I saw some of our torpedo-machines circling round her.

Towards dusk we sighted the Italians. As the light failed it was impossible to maintain sight of their ships, but I clearly saw through my glasses our own aircraft silhouetted like blobs against the remaining bit of light in the west.

Then "Brocks' Benefit" started from all the Italian ships. I have never seen anything like the barrage those pilots of ours were going through.

Our fellows must have torpedoed the battleship then, because we heard a number of distant explosions under water.

Formidable's 'Planes in Action

BRITAIN'S new aircraft carrier the Formidable played a vital part in bringing the Italian fleet to action. Indeed, the battle was the first occasion in history in which skilful coordination of naval operations with attacks launched by aircraft have resulted in the enemy's speeds being so reduced that the Fleet's main units were able to force action upon a reluctant combatant.

Arrived back in Alexandria, Rear-Admiral Denis Boyd, who flies his flag in the Formidable, and her commander, Captain La Touche Bissett, told in an interview of their great ship's part in the battle. Formation attacks by Formidable's aircraft were carried out at 11.45 a.m., 2.30 p.m., and dusk (March 28).

Captain Bissett. We are certain of three hits on the battleship. One in a morning attack and two during the afternoon attack.

I think our first attack was of great assistance to our cruiser force. When we launched it our cruisers were being fired on heavily at long range by the Italian battleship. As our machines came down to launch their torpedoes the battleship turned right round to avoid them and at once abandoned firing on the cruisers.

We claim one hit in that attack, after which the Italian battleship started away at 25 knots in a westerly direction. One Junkers 88, which came to attack us, was shot down.

In that first attack the Italian squadron was about 100 miles west of the main Battle Fleet and some 50 miles south-west of Crete. At about 12.15 we sent off our second striking force.

Soon after doing that and rejoining the fleet, we were attacked by two torpedo-carrying aircraft ourselves, but avoided them easily. They must have been Italians.

CAPTAIN H. A. ROWLEY, in command of H.M.S. Gloucester at Matapan, is here seen as a lieutenant after the last war. *Photo, Topical*

Our second striking force remained in the vicinity of the fleet until 2 p.m., when we sent them off to attack the Italians, which they did half an hour later. They were able to come down low before being seen by one of the battleship's escorting destroyers.

Behind the first group of our machines were two others and above them two of our fighters.

These fighters immediately dived on the destroyer, which was firing, and "shot her up" so that she turned away.

Meanwhile the first lot of our machines manoeuvred into the sun, somewhat ahead of the Italian squadron and dived to launch their torpedoes at the same moment as the battleship began turning away with the intention of avoiding them. They scored at least one hit.

In turning, however, the battleship exposed her flanks, unprotected by her covering craft, to our other two machines which were following behind.

These found themselves in perfect position for attack and loosed off their torpedoes. At least one of these was seen to hit, but in turning away machines may have missed seeing others that hit.

How the Navies Grappled in the Dark

After the attack the Italian battleship was seen to be considerably slowed down.

Admiral Boyd. One of the most outstanding points of the observers' reports lay in the battleship's erratic speed. She kept slowing down, then going ahead, her speed varying between 12 and 14 knots.

I want to emphasize the amazing courage of our pilots. They must have pressed home their attacks fiercely, especially in view of the fact that it was broad daylight and the ship was awake to the menace of them.

REAR-AD. D. BOYD, appointed to command aircraft-carrier squadron March 22, 1941. He flew his flag in Formidable. *Photo, Associated Press*

Captain Bissett. Furthermore, these were the men who had been out in the early morning search which had located the Italian squadron.

At 2 p.m. we had no contact with the enemy, so we at once sent up two machines to maintain contact. These reconnaissance machines remained with the enemy until after dusk. One crew spent five and three-quarter hours in the air that afternoon alone.

CAPT. A. BISSETT, who at Matapan was in command of the Formidable, flagship of the aircraft-carrier squadron. *Photo, Vandyk*

At 4.15 in the afternoon we received the report from these observers that the Italian battleship was slowed down to a speed of about eight knots.

As soon as possible we assembled the third striking force, which went off and kept the enemy fleet in sight until the light began to fail.

Then, as they started their attack in formation, they were met by such a terrific barrage from the enemy ships that temporarily they turned back.

I believe that the Italian barrage with the tracer shells showing red, presented a fireworks-like display which flabbergasted the officers in our cruiser Orion watching it.

It spurted out in all directions. This was because our machines, after turning away, split up and made a number of individual attacks from all quarters.

It is well known now, of course, that one 10,000-ton cruiser, which proved to be the Pola, was hit, but in the fast failing light it was impossible to see what other results were obtained. Anyhow, all our aircraft returned safely from this attack.

Contact was maintained until after 8.30 p.m. and the Vittorio Veneto was reported to be practically stopped with her quarterdeck awash.

Although, in all, there only remained one aircraft unaccounted for as a result of a gruelling day, every man had been put to the utmost strain.

Admiral Boyd. As the Italian battleship still had four hundred miles to go before reaching Messina, I think she would have the greatest difficulty in getting there if she was so down by her stern.

However, it is possible that our reconnaissance machines mistook the stopped Pola for the Littorio class ship. It was after dark when a mistake could easily have been made, for both ships have similarities. It is about a 50-50 chance that she went down.

Now Warspite's Guns Fired

WHILE our light cruisers had been leading the enemy on, while our aircraft were delivering their successive attacks on the Italian ships, Admiral Cunningham with the British battle fleet was drawing ever nearer to the scene of action. Night had fallen when Warspite, Valiant, Barham, and their destroyer screen, came within range. Here is the story of the battle as told by the Gunnery Officer of Warspite; from the battleship's control tower he had a grandstand view.

Shortly after nine o'clock on Friday night—a night then moonless, with a flat calm, so that there was no horizon—the battle fleet was ordered to close on a position where an unknown vessel had been reported by the Vice-Admiral commanding our light forces.

At 10 o'clock we were approximately in position, and at 10.26 we sighted a number of darkened ships fine on our starboard bow. They appeared to be three cruisers and two or four destroyers.

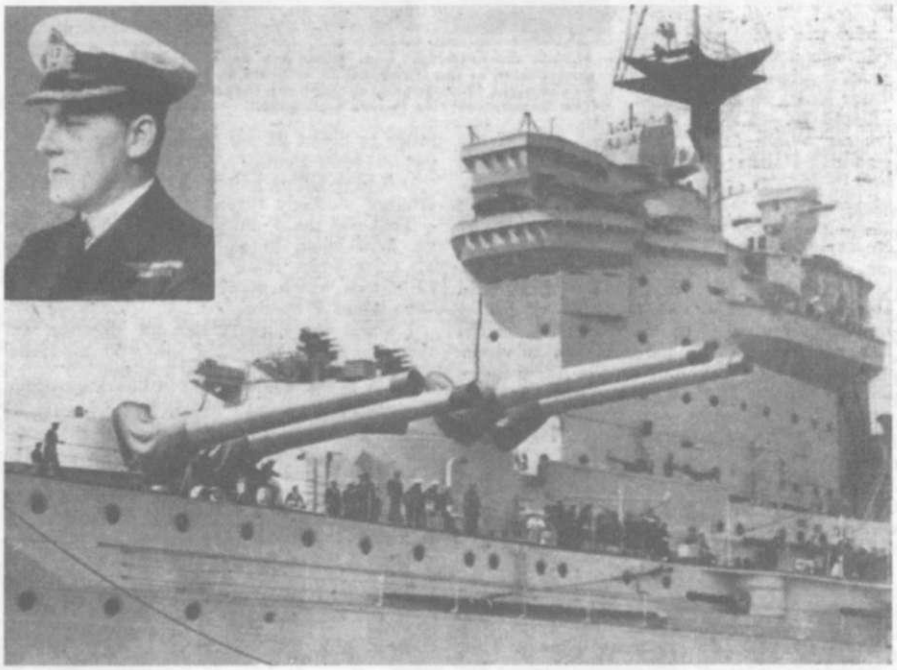
Almost simultaneously we were challenged by another ship on our port beam. This proved to be the Pola, crippled by the Fleet Air Arm attacks during the day.

Our fleet turned to starboard, bringing our ships in line ahead on an opposite course from the enemy cruisers.

All our armament was brought to the ready and a few seconds later one of our destroyers, the Greyhound, switched her searchlights on to the third ship. We recognized her as one of the 8-in. gunned, 10,000-ton Italian cruisers of the Zara class. She proved subsequently to be the Fiume.

The Warspite's 15-in. guns opened fire from the closest range. Our whole broadside appeared to strike the Fiume with devastating effect.

From the foremost funnel to her after-gun turret the Fiume burst into a mass of red flames. One observer reported that the after-turret was blown clean over the side, while another described the effect of our broadside as making the vessel look like a "factory lit up by night."



H.M.S. WARSPITE, Admiral Sir Andrew Cunningham's flagship at the Battle of Cape Matapan, fired the first salvos from the 15-in. guns (seen above) at only 4,000 yards range. Inset, Captain D. B. Fisher, C.B.E., R.N., who was in command of H.M.S. Warspite. *Photos, Central Press, Topical*

An aircraft of the Fleet Air Arm, which played such an important part in the victory of Cape Matapan, is here seen taking off from the deck of an aircraft carrier in the Mediterranean. *Photo, Central Press*

After the second broadside, which caused another gigantic outburst of fire and left the Fiume hopelessly crippled, we swung our turrets on the Zara, the next ship in the Italian line.

Our first broadside on her produced another of these incredible effects. For part of this time our other battleships were also firing into the Italian line, and the destruction of the Pola was completed in the general crash of broadsides from all our ships.

The third cruiser was a 6-in.-gun cruiser of the Bande Nere class, but in the darkness and mêlée we do not yet know what her exact fate was. She must, however, have suffered heavy damage. I think these three cruisers had been hurrying to the aid of the damaged Pola.

While the battle fleet was in action our searchlights picked up two enemy destroyers, which were ideally placed for torpedo attack on us. We think they carried it out, for observers reported seeing torpedo tracks in the darkness. In any case we at once turned and avoided them.

We immediately engaged the destroyers, which hid behind a smoke screen through which we continued to pound them with our main and secondary armament.

At the same time the C.-in-C. ordered our destroyers to come in and finish off the two burning cruisers with torpedoes—which they did.

Vivid Pen-Pictures of the Great Battle

Valiant's Withering Fire

NEARLY 40 tons of high explosive shells were poured by H.M.S. Valiant's big guns into the Italian cruisers, Fiume and Zara; at least 75 per cent of her shells scored direct hits.

Captain Morgan said that the Fiume seemed just to burst out amidships only four minutes and six seconds after the first shot had been fired. "It was the most glorious, and at the same time, the most ghastly five minutes in my life. Great glows illuminated the darkness from the Fiume like someone throwing a log on a fire. The whole ship seemed to disintegrate, many of our shells exploding inside her and turning her into a raging, blazing inferno."

CAPT. C. E. MORGAN, of H.M.S. Valiant, is a descendant of Sir Henry Morgan, famous buccaneer.
Photo, Wide World

With the Fiume out of action, Valiant turned her guns on the Zara, and again there was a tremendous, reddish glow as the Italian cruiser burst into flames and seemed about to break in two. Said Captain Morgan:

"There was no replying fire from either the Fiume or Zara. We fired some star shells to help light up the targets, and the cruisers apparently thought they were flares from aircraft, for they let go some of their guns in the direction of the falling star shells."

As Our Bombers Saw It

SQUADRONS from the R.A.F. Middle East Command played an important part in the battle. Some of their bombs scored direct hits and crippled one cruiser, probably another, and hit a destroyer, while sea reconnaissance aircraft located the enemy's forces and shadowed them. All the R.A.F. aircraft taking part in the action returned undamaged. The following account was given by R.A.F. Headquarters in Cairo.

R.A.F. bomber pilots were setting off on normal raids on military objectives in Tripolitania when they received news that a large part of the Italian Navy was at sea.

The squadron leader who led one of the attacks said, "The weather was very hazy over the sea, but we soon found the Italian navy in two groups, steaming like billy-ho for home. They began to zigzag as soon as they saw us and their anti-aircraft guns opened up. We made a dive attack and fairly plastered them. Pilots in my squadron registered hits on one big ship, and we think other vessels must have been damaged or delayed by near misses."

A sergeant-pilot who secured two direct hits with heavy-calibre bombs on a very big ship said, "Though they changed formation and zigzagged quite a lot, we spent some time taking aim and made a low-level attack. I saw two of my biggest bombs hit the largest ship amidships. Clouds of black and yellow smoke issued from her for a long time and then she stopped."

It is no secret that to hit a warship travelling at high speed is one of the most difficult bombing feats there is. The sergeant-pilot said, "It was a hefty but agreeable surprise when I saw those bombs hit the ship in just the places aimed for, right amidships. First there was the normal white smoke of the bomb bursting, and then columns of black and yellow smoke shot into the air to about 200 ft. For 15 minutes after we made off the rear gunner had a good view of the ship and gave us a running commentary. It had stopped, and he thought that it had begun to list before he lost sight of it."

Another formation, led by a D.F.C. flight lieutenant, discovered an enemy battleship, escorted by three cruisers and its destroyers, fleeing for home. The flight lieutenant said, "The enemy fleet appeared to be in great confusion, zigzagging violently, and now and again one ship would get in another's way. We bombed and added to the confusion, but though we saw no hits there were plenty of near misses, and when we left the enemy was busy laying a smoke-screen."

How The Italians Described It

THE official communiqué issued in Rome on April 2 ran as follows:

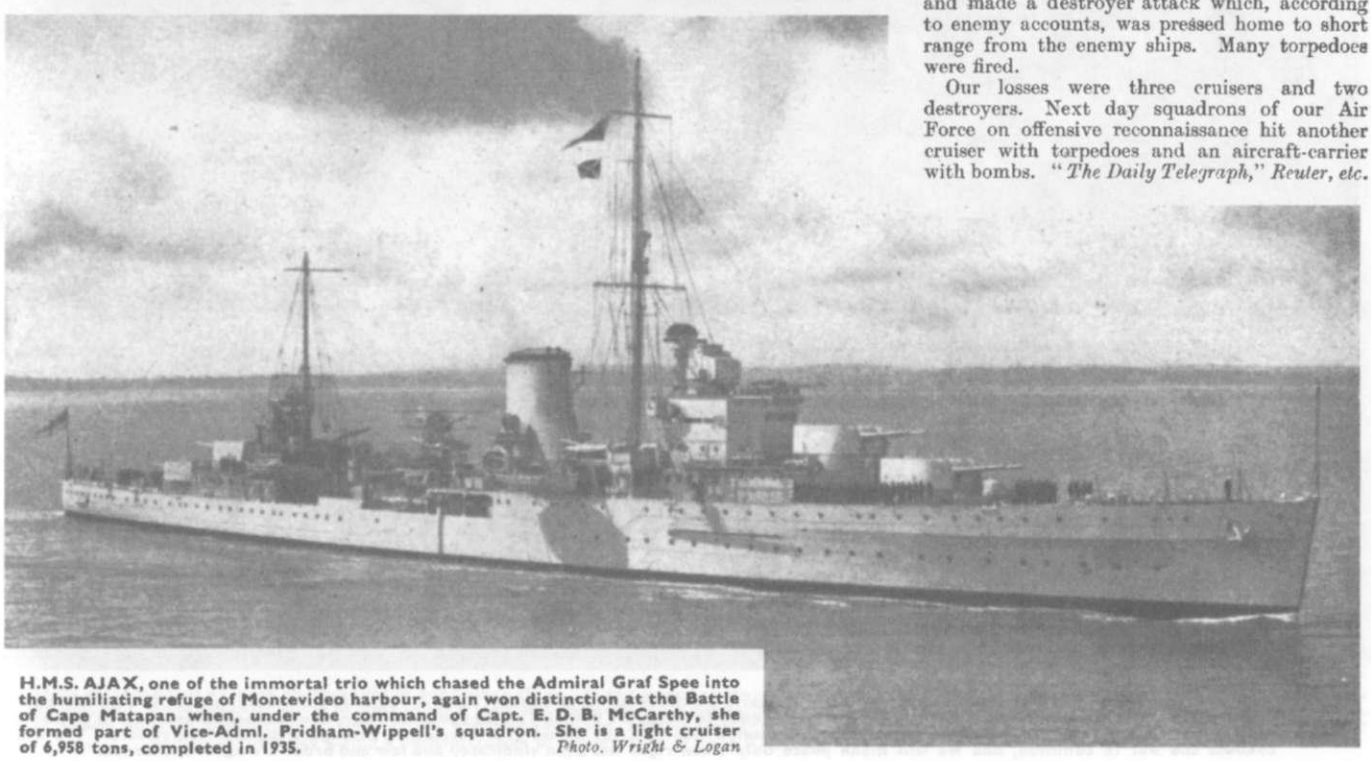
For some time past the growing intensification of the enemy traffic between Egyptian and Greek ports has been remarked. Against this traffic our destroyers and aircraft had often taken action, inflicting losses which were announced in bulletins. Nevertheless, it was necessary to attempt a bigger offensive action in order to force the enemy to adopt stronger method of protection so as to avoid losses. The offensive began on the night of March 25-26 with a brilliant action by shock units which penetrated into Suda Bay. The next night, after an extensive air reconnaissance, eight Italian cruisers, escorted by destroyers, left their bases supported by a battleship.

ADML. A. RICCARDI, the Italian commander, who flew his flag in the battleship Vittorio Veneto.
Photo, E.N.A.

On the morning of March 28 this force reached a position south of Crete, and opened fire on a detachment of enemy cruisers, which at once evaded contact. While our ships were returning, sweeping the sea, our aircraft made torpedo attacks and succeeded in hitting two cruisers and an aircraft-carrier, as well as several merchant ships. In the afternoon of March 28 the enemy aircraft also made torpedo attacks, and towards evening hit a cruiser, which was obliged to slow down by the damage received.

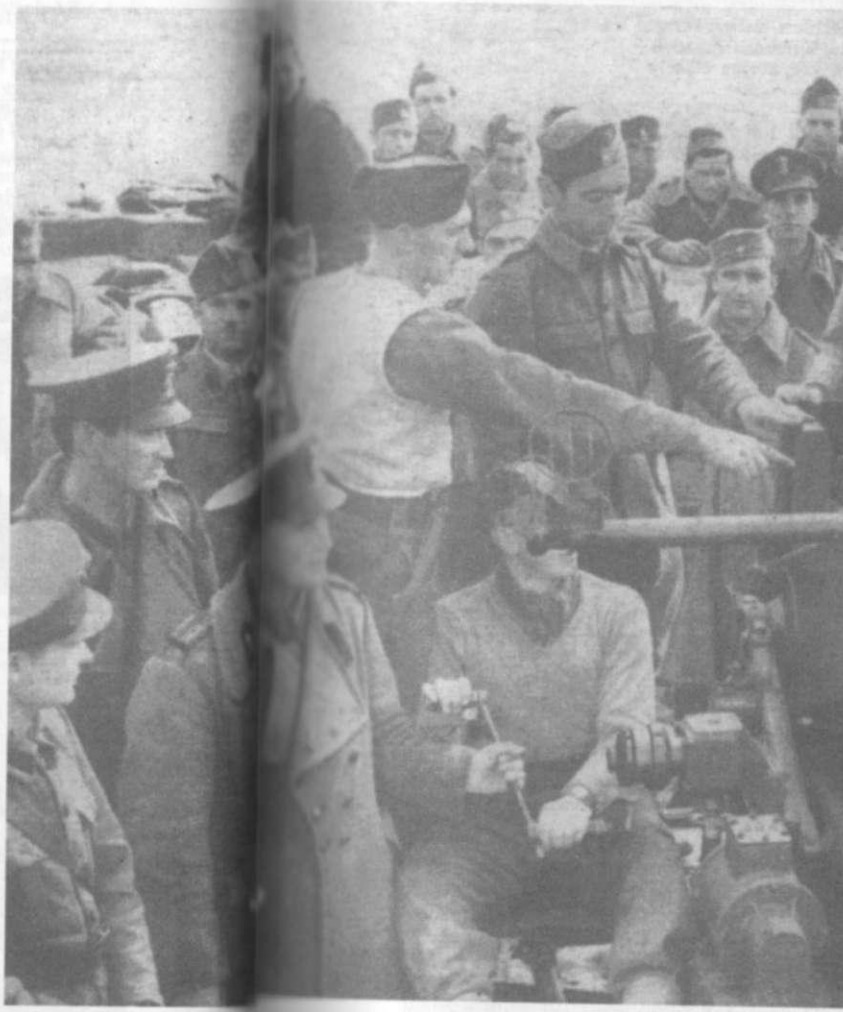
A detachment which included one cruiser, while acting as a screen some distance from the main body, encountered in the night enemy forces which included, according to British statements, several battleships. A violent battle ensued. Our ships at once opened fire and made a destroyer attack which, according to enemy accounts, was pressed home to short range from the enemy ships. Many torpedoes were fired.

Our losses were three cruisers and two destroyers. Next day squadrons of our Air Force on offensive reconnaissance hit another cruiser with torpedoes and an aircraft-carrier with bombs. "*The Daily Telegraph*," *Reuter, etc.*



H.M.S. AJAX, one of the immortal trio which chased the Admiral Graf Spee into the humiliating refuge of Montevideo harbour, again won distinction at the Battle of Cape Matapan when, under the command of Capt. E. D. B. McCarthy, she formed part of Vice-Adml. Pridham-Wippell's squadron. She is a light cruiser of 6,958 tons, completed in 1935.
Photo, Wright & Logan

As in the Last War So in This Greeks and Yugoslavs Are Our Comrade



Now It Was the Germans Who Took Benghazi

Occupied by the Imperial troops on February 7, Benghazi, capital of the Italian province of Cyrenaica, has been evacuated in face of a thrust by a strong German-Italian force. The news, announced on April 4, came as a surprise; but when the Germans invaded Yugoslavia and Greece two days later it was clear that the advance in Libya was closely connected with the new Balkan campaign.

For some weeks after the Australians entered Benghazi in triumph there was little to report from the front in Libya. A great Italian army had been completely annihilated, and the most fertile region of Italy's North African empire had been completely overrun. General Maitland Wilson continued his advance as far as El Agheila, some 100 miles to the south, but there, on the edge of the great Sirte Desert, the Imperial troops were halted. Beyond lay hundreds of miles of wilderness, and General Wavell decided that an advance across this inhospitable waste was not required by his strategic plan. So Libya passed out of the news.

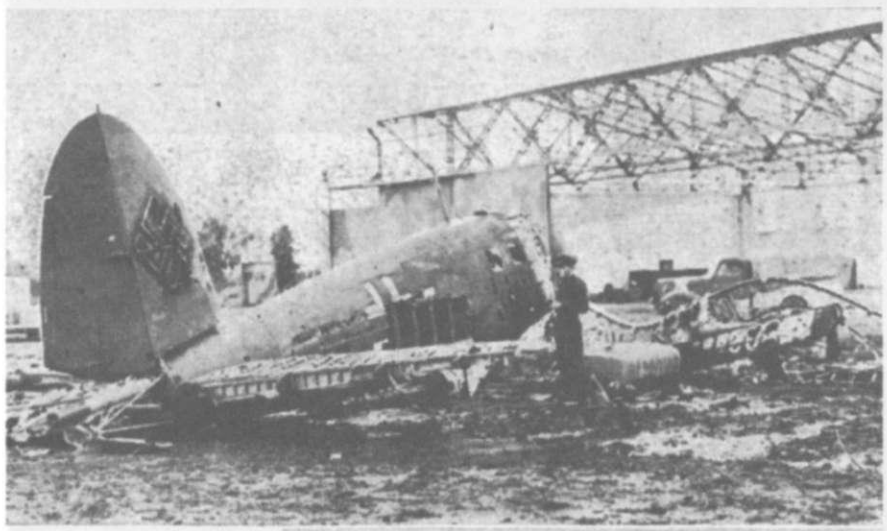
The coast of North Africa from Tripoli to Derna, which Rome claimed on April 8 was retaken by Axis forces. The long line of their communications runs close to the sea.

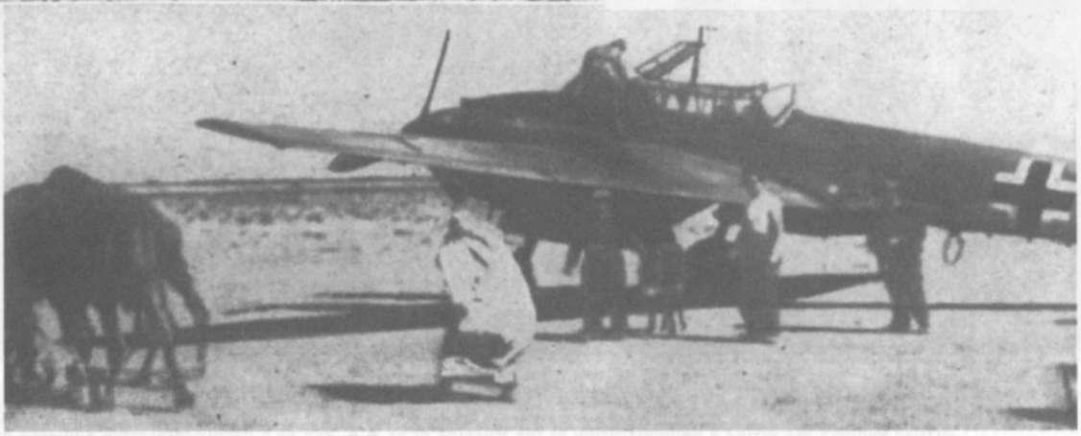
But towards the end of March it began to be mentioned once again in the communiqués. First there came a report from Berlin that a "German African Corps" had occupied El Agheila, and this was confirmed on March 26 by Cairo. A small enemy detachment, it was revealed, had occupied El Agheila from which our standing patrols had previously been withdrawn. The enemy force was stated to consist of mechanized units of Italians and Germans, whose vanguard was composed of tanks supported by infantry and dive-bombing aircraft. Apparently the Germans had been landed at Tripoli, or at points in the Gulf of Sirte, where they had been joined to the four Italian divisions left to General Italo Gariboldi, Graziani's successor in North Africa. Gariboldi was believed to be in supreme command; but the German African Corps, said to be composed of four divisions of crack troops, was under General Rommel.

Even as early as March 23 the R.A.F. had bombed shipping at Sirte—amongst their targets were the transports which had brought over the Germans from Sicily—and from the night of March 24 Tripoli was bombed night after night. On the night of April 1 the R.A.F. delivered a heavy attack on enemy motor transport at Ras Lanuf in Tripolitania, many of the vehicles being destroyed. On the following night a heavy attack was made on convoys in the Mersa Brega area. Contact was established by the British forces with the enemy infantry and mechanized units in this area on April 1, and on the next day operations continued as our advance elements withdrew before very heavy enemy pressure. Then on April 3 it was officially announced in Cairo that Benghazi itself had been evacuated by the British.

"In the face of a determined advance by strong Italo-German forces," read the communiqué issued in the early hours of the next morning, "and in pursuance of the policy so successfully adopted at Sidi Barrani of waiting to choose our own battlefield, our light covering detachments have been withdrawn to selected concentrated areas. In the course of this withdrawal the town of Benghazi has been evacuated after all captured military stores and equipment had been destroyed. Benghazi is indefensible from the military point of view, and it has not been used by us as a port. As in the autumn of 1940, the enemy is evidently seeking a propaganda success at the expense of stretching still farther an already extended line of communication. In their withdrawal our troops have already inflicted on the enemy considerable casualties in personnel and in tanks."

The fall of Benghazi was a nasty pill for the British public to swallow, but as Lord Moyne made clear in the House of Lords on April 9, it was the direct consequence of the new Balkan campaign. Many of the armoured units which conquered the Italians had been withdrawn from Libya when operations there came to an end, and so the Germans were able to make their swift stroke at a moment when we were not in full strength. But after their 600 miles advance from their bases at Tripoli and Benghazi they were now probably right at the end of their reach and facing growing difficulties of fuel, water, and the supply of munitions, without the sea power which enabled our spectacular advance to get over those difficulties. "Our tanks and reinforcements are now returning, and by means of our sea power they have re-established themselves in force in the strong fortifications of Tobruk."

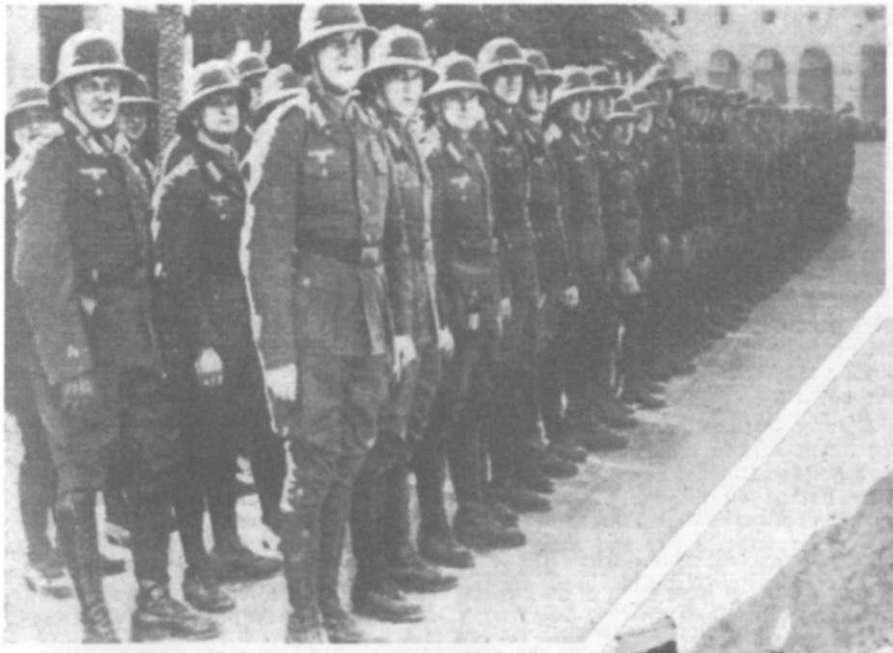




First support by the Nazis for the Italians in the Western Desert came from the air. On February 16, 1941, Benghazi was attacked by the Luftwaffe eight days after it had fallen into British hands, and further attacks followed during the British occupation, but Australian fighter aircraft soon proved their superiority over the Germans. Right, is a Nazi machine ready to take off in the desert; and above is another completely burnt out in front of a wrecked hangar at Benghazi.

Photos, British Official: Crown Copyright; and Wide World.

Hitler's Troops Arrive to Fight in Africa



The Nazi forces operating in North Africa consist largely of mechanized units brought from Italy to Tripoli. Left are some of the men in tropical kit and pith helmets drawn up for inspection soon after their arrival.

Other Nazi troops have "volunteered" to stiffen the Duce's troops in East Africa. Below, a flag symbolizing the complete unity of the Axis Powers is being presented to volunteers on their arrival. On one side it has the Nazi symbol and on the other the Fascist standard.

Photos, Planet News and Keystone

The forward striking force of the Nazis in North Africa consists of tanks supported by infantry and aircraft. Above is a Nazi armoured car in the Libyan desert. Many of them were used in the enemy advance from El Agheila to beyond Benghazi.

The Italian Army in North Africa, broken by the Army of the Nile, had its last humiliation thrust upon it when it witnessed the march of Hitler's men through the streets of Tripoli, seen right. All the photographs in this page were radioed from Berlin to New York and thence to London.

Photos, Associated Press and Keystone

South Africans Won the Race to Addis Ababa

With dramatic suddenness, Addis Ababa, Haile Selassie's former capital and since 1936 the capital of the Italian Empire in East Africa, capitulated to the British on April 5. The story of its fall is given below, together with some account of other successes won by our armies in that tropical war zone.

ADDIS ABABA has fallen! The world heard the news in a communiqué issued from Cairo, but long before it appeared on the tape it was spread by word of mouth through all the towns and villages of Abyssinia. Again the Emperor's war drums throbbed, but now they sounded in triumph.

It was the South Africans who won the race to the capital—those South Africans who, following their triumphs on the Juba and at Mogadishu, swept over the border from Italian Somaliland into Abyssinia on March 7. Exactly four weeks passed ; and in those four weeks they covered 700 miles of most difficult country in face of an enemy resistance which, though altogether ineffective, was by no means negligible. The Italians' last stand was at the Awash gorge, 90 miles from Addis Ababa, where they had destroyed the great steel bridge that hung dizzily above the canyon, 200 feet deep. But the South Africans got across the gorge and stormed the Italian positions, though they were strongly defended by artillery and machine-guns. That last 90 miles was covered in two days, and the South Africans never stopped, but hour by hour drew nearer the doomed city, driving the Italians helter-skelter before them.

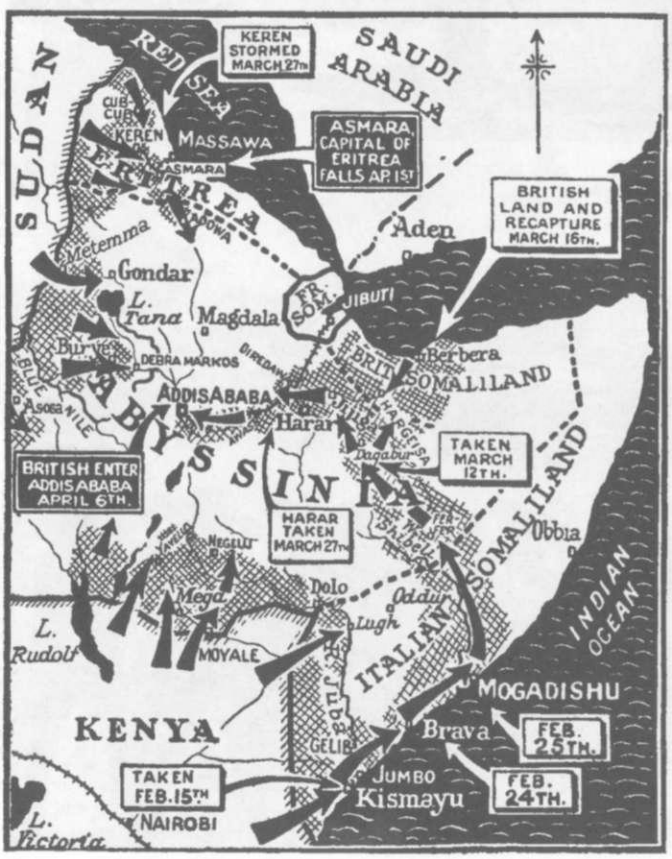
Some days before the end British 'planes dropped messages on the city, pointing out the hopelessness of the Italian position and demanding their surrender ; and as a result an envoy from the Viceroy of Italian East Africa, the Duke of Aosta, flew to our lines on April 3, when conditions were presented to him to ensure the safety of the civil population of Addis Ababa in the event of fighting round the city. The Italians hummed and hawed, obviously to gain time for the evacuation of the garrison ; and so General Cunningham sent the South African Air Force once more over Addis Ababa. In a few minutes the approaches to the city, transport columns and parks, aeroplane hangars, barracks and gun emplacements were smashed by bombs and swept by machine-gun fire. The argument was a convincing one, and no further resistance was encountered.

At two o'clock on the afternoon of April 5 the South African armoured cars reported their position 20 miles east of Addis Ababa. They pushed on through misty rain and quagmires of red mud until that same evening they swept into the city and marched triumphantly into the main square. The Duke of Aosta, General Nasi, Chief of the General Staff, and General de Simons, Commander of the Eastern Sector, had already left the city, retreating northwards with the great majority of their forces. Only armed police had been left in charge of the city, and they were hard put to it to ensure the safety of the 38,000 Italian women and children who had been left behind, since the native tribesmen rioted as soon as they had seen the Italian garrison march away. But with the entry of the British forces order was quickly restored in accordance with the promise which Cunningham by the Italian envoy before the entry of the British troops into Addis Ababa. "His Royal Highness the Duke of Aosta," he said, "wishes to express his appreciation of the initiative taken by General Wavell and General Cunningham regarding the protection of women and children in Addis Ababa, demonstrating the strong bonds of humanity and race still existing between the nations."

At 10.45 on the morning of Sunday, April 6, the Italian flag was hauled down and the Union Jack hoisted on what had been the Viceroy's official residence and not long before the palace of Emperor Haile Selassie.

Meanwhile, in the north General Platt's army, having stormed Keren on March 27, swept along the road to Asmara, which surrendered without a fight on April 1, 5,000 prisoners being taken. Then the march was continued to the gates of Massawa, the port on the Red Sea, which hoisted the white flag on April 8. Adowa, 100 miles south of Asmara, had been captured two days before.

In Western Abyssinia the Imperial troops and their Patriot allies were also making good progress. General Martini was in danger of being surrounded at Gondar ; Debra Markos was reported to be in our hands on April 7.



The fall of Addis Ababa occurred on April 6, 1941. Above are some of the Ethiopian Patriots who took part in the march on their former capital. Right, the Duke of Aosta, C.-in-C. in Italian East Africa, who was in supreme command of the forces defending the town. The map shows the rapid advance of British and Imperial Forces through Italian territory in East Africa.

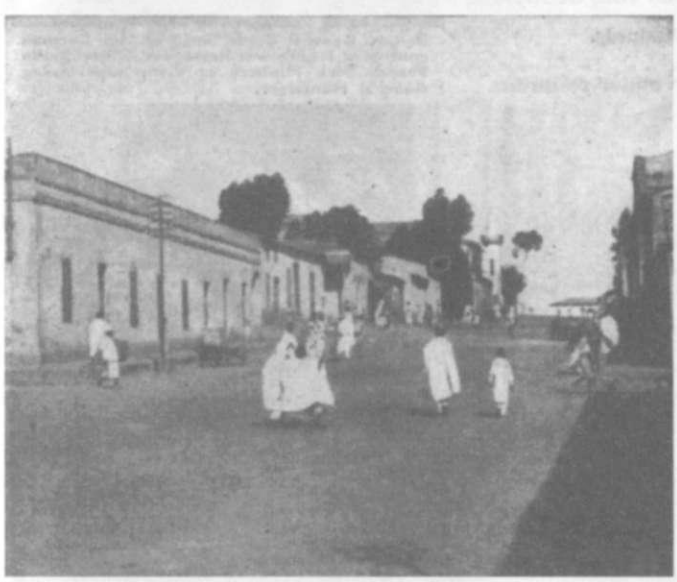
Photos, British Official : Crown Copyright ; and Keystone. Map, Courtesy of the "Daily Telegraph"

General Cunningham had given the Italian envoy some hours before.

This gesture on the General's part was received in the proper spirit by the Duke of Aosta, as is seen by the message which was given verbally to General

Two African Capitals Lost by the Italians

ADDIS ABABA, capital of Abyssinia and of the Italian Empire in East Africa, was formally surrendered to the British on April 6, 1941. During the five years of Italian occupation the airfield seen in the top photograph had been constructed, while the centre of the town itself had been entirely Italianized. In the lower photograph is the main street during the occupation, with Italian pedestrians, Italian motor-cars, Italian shops and Italian methods of traffic control, while not one of the native inhabitants whose city it was, is to be seen.



ASMARA, the capital of Eritrea, fell to General Platt's army on April 1, 1941, thus opening up the road to Massawa. Above, left, is a street scene in the town with natives in the flowing white robes that are their usual wear. The normal population of Asmara is 85,000, and trades mainly in agricultural produce. Right, is the market-place, where the crops from the surrounding country are handled. There are a number of good modern buildings in Asmara, while its amenities include a wireless station. *Photos, Sport & General and Wide World*

Not All the 'Vives' Are for the Nazis!

General Weygand is here taking the salute at a parade of North African Legionnaires at Algiers. With him, left, is Admiral Abrial, Gov.-General of Algeria. *Photo, Wide World*

SINCE Paris was occupied by the Germans, anti-Nazi feeling has been steadily rising. In shops and cafés Nazis are treated with cold disdain, while the poster propaganda of Goebbels is countered by such announcements as that below, a small "sticky-back" that has appeared all over Paris. It reads: "Long live De Gaulle! Long live England! For them there is but one aim: to beat Germany, a nation that preys upon others, that has lived and lives only by robbery, rapine, pillage and murder. Then the whole world will breathe again."

VIVE DE GAULLE
VIVE L'ANGLETERRE

Avec eux un seul but abattre l'Allemagne, nation de proie qui n'a vécu et ne vit que de vols, de rapines, de pillages et d'assassinats.

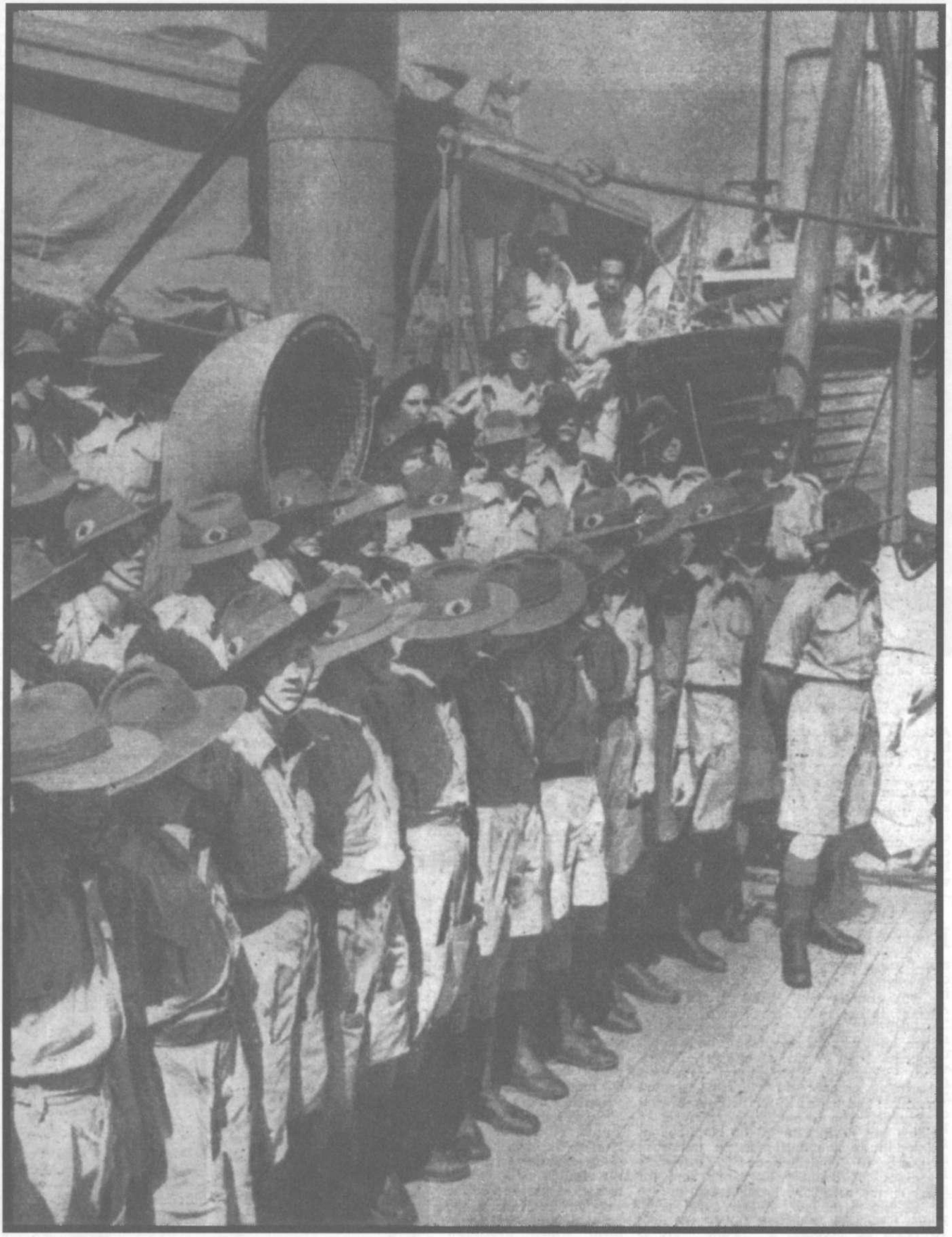
Alors le monde entier respirera.

All over Occupied France the Nazis have given very convincing evidence of their domination. Below is a traffic centre near Dunkirk with German traffic signs. *Photo, E.N.A.*

In a small hotel across the Channel Goebbels has housed journalists and others of his minions to report the invasion of Britain. All they have to do so far is to wait. *Photo, E.N.A.*

Below, General Studt, head of the German control of French war industries, is leaving the French War Ministry at Vichy after seeing General Huntziger. *Photo, Associated Press*

Australia Joins the Imperial Guard at Singapore



POWERFUL REINFORCEMENTS of Australian troops arrived at Singapore on February 18, 1941, when the crisis in the Far East became once more acute (see page 236). Here some of them are on board a transport before disembarkation. The troops numbered some thousands trained as shock troops and having the latest mechanical equipment. Major-General H. Gordon Bennett, the Australian G.O.C., stated in a broadcast from Singapore that these soldiers were even better equipped than the first members of the A.I.F. who went to the Middle East. *Photo, Associated Press*

OUR SEARCHLIGHT ON THE WAR

B.B.C. Organ Burnt Out

ON April 4 it was revealed that the famous B.B.C. theatre organ had been destroyed when St George's Hall was set on fire during a night raid on London.

ST. GEORGE'S HALL, so long associated with the magic names of Maskelyne and Devant before becoming a studio of the B.B.C., was completely gutted after a recent air raid on London. Above, looking towards the stage that was. *Photo, P.N.A.*

Although not the largest organ in the world it had the most complicated and luxurious equipment. There were 260 stops connected to four rooms at the sides of the Hall. In these were from 2,000 to 3,000 pipes, a grand piano, apparatus for producing a great number of "effects," and a pipeless instrument, the electrone, which was responsible for the carillon. Recitals by Reginald Foort and later by Sandy Macpherson became very popular with many wireless listeners.

Fellowship of the Bellows

FOUNDED in Argentina in October, 1940, to raise money for the purchase of aircraft for the R.A.F., the "Fellowship of the Bellows" now boasts 25,000 members in that country and 5,000 in Uruguay. Already it has raised the cost of its first "Whirlwind" fighter. The organizing committee, known as the Servants of the Bellows, comprise High Wind (President), Whirlwind (Secretary), Receiver of Windfalls (Treasurer), Keeper of the Windbag (Assistant Treasurer) and Bearer of the Bellows (Master of Ritual). The Committee's stratagem of holding out promotion in the hierarchy of fellowship as a reward for an unbroken sequence of contributions is extremely ingenious. A member pays one cent for every enemy aeroplane brought down since he became a Fellow. When 1,000 aeroplanes have been destroyed and he has paid 10 pesos he becomes a "Puff." He is promoted to be a "Gust" when he has paid 25 pesos (2,500 aeroplanes), and a "Hurricane" when his subscription reaches 50 pesos, the equivalent of 5,000 enemy aircraft. When 10,000 'planes have been destroyed, and he has not missed paying one single cent of 100 pesos, he will be invested with the Order of the Bellows. The scheme has so amused Latin America that other countries are taking it up, and the United States are launching their own branch of the Fellowship.

New Ambassador

MR. WELLINGTON KOO—Ku Wei-Chun in his own country—is succeeding Dr. Quo Tai-Chi at the Chinese Embassy. He is not unknown to London, for after serving as China's plenipotentiary at the Peace Conference of 1919 he was Minister to Great Britain from 1920 to 1922, when he returned to China to become Foreign Minister and later Prime Minister. He has since been Ambassador to the United States and then from 1932 Ambassador to France, and it was from Paris that he came to London in 1939 to give the annual Richard Cobden lecture. At Geneva and The Hague Dr. Koo was a prominent figure, being Chinese representative on the Council of the League of Nations and also at the International Court of Arbitration from 1927. Dr. Quo, who has been in London for nearly nine years, leaves to take up his appointment as Foreign Minister in the administration of General Chiang Kai-Shek.

Death Before Betrayal

COUNT PAUL TELEKI, Hungarian Prime Minister, was found dead in his bed on April 3. He had shot himself at the moment when Hitler was demanding the passage of German troops through Hungary, because, according to a letter left behind, he did not feel able to carry on his "difficult and unhappy task." Count Teleki was an authority on every branch of geography, physical, political and economic, and spent many years in geographical research, the results of which were published in a number of erudite volumes, more particularly his famous "Cartography of the Japanese Islands." During the Great War he served on the Italian and Balkan fronts. Later he became Foreign Minister in the anti-Communist Government which overthrew Bela Kun, and after the Peace Treaty he was appointed Prime Minister. But he became weary of politics and in 1921 returned for many years to his geographical researches and lectures at the University. In February 1939 he succeeded Dr. Bela Imredy as Premier, and after war broke out, and the Germans overran Europe, he became more and more entangled in the web of Axis intrigue, although his own personal sympathies were said to be with the British. The new Hungarian Prime Minister is M. Laszlo de Bardossy, who succeeded Count Csaky as Foreign Minister on the latter's death in January, 1941.

HUNGARY'S NEW PREMIER, M. Laszlo de Bardossy (left) succeeds Count Teleki (right), who committed suicide on April 3, his health undermined by constant Nazi demands. M. de Bardossy, formerly Hungary's Foreign Minister, is a pro-Nazi and was Counsellor of the Hungarian Legation in London, 1930-34. *Wide World, Keystone*

Britain's War Bill

THE national accounts for the year April 1, 1940 to March 31, 1941, although showing a substantial surplus in ordinary revenue, bear little relation to the actual expenditure on the war effort. This increased so gigantically in the course of the year that at the end of March the total expenditure for the twelve months was £3,867,000,000 and the daily cost had reached an average of well over 14½ million pounds. The following table shows the course of this expenditure as it expanded month after month.

Period	Total as it increased £	Daily in the period £
April 1 to April 27	186,300,000	6,900,000
" " May 25	369,400,000	6,540,000
" " June 30	715,100,000	9,600,000
" " Oct. 26	1,942,600,000	10,400,000
" " Nov. 30	2,736,400,000	12,400,000
" " Dec. 31	2,774,200,000	12,800,000
" " Jan. 25	3,095,200,000	12,800,000
" " Feb. 22	3,424,100,000	11,740,000
" " Mar. 22	3,813,800,000	14,700,000

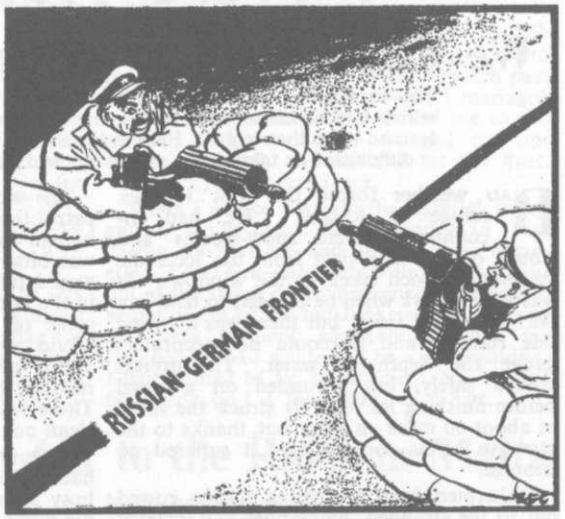
Restaurants for Bombed Areas

MANY have been the criticisms of the name "Community Feeding Centre" for the attractive eating-houses that are springing up all over the country to provide cheap and good meals in bombed areas. So they are to be renamed "British Restaurants." Towns which have them total over 100, and in the London area there are 147. Stocks of food placed at the disposal of the local authorities are of considerable magnitude. There are 2,000,000 cans of Ministry of Food soup, with eight portions to each can; 1,800 tons of biscuits; 2,500,000 cans of baked beans; 750 tons of canned beef, hash and meat roll; and 750,000 cans of unsweetened condensed milk for children.

Cartoon Commentary on the War

MATAPAN, KEREN . . .

Strube in the "Daily Express"

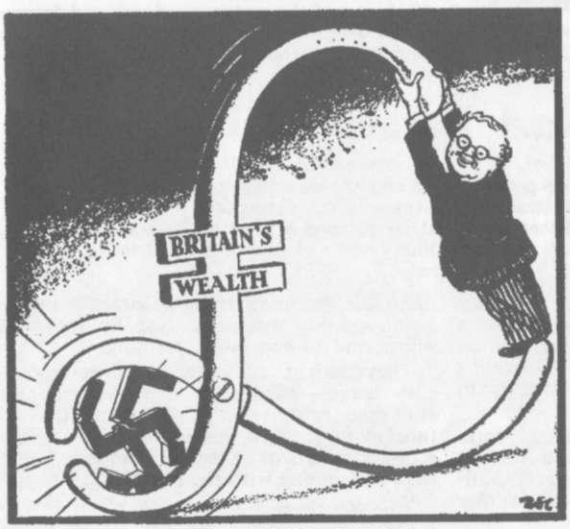


FRIENDSHIP CAN GO NO FURTHER!

Zec in the "Daily Mirror"

THE VOICE OF THE PEOPLE

Clive Upton in the "Daily Sketch"



LEND A HAND, FRIEND!
Sir Kingsley Wood introduces his "10/- in £" Budget

Zec in the "Daily Mirror"

TOURIST MATSUOKA: "WHAT DID THAT, HERMANN?"
HERMANN: "MICE!"

(Acknowledgements to Bruce Bairnsfather)

Strube in the "Daily Express"

I Was There! .... Eye Witness Stories of the War

We Learned a Lot on Our Iceland Trip

The crew of a Sunderland flying-boat of the Coastal Command which had to make a forced landing in Iceland declared that "we learned a lot that trip." Here is the story of how they surmounted difficulties in taking-off, refuelling, and de-icing their aircraft.

BAD weather forced the pilot to seek refuge in Iceland. He had encountered severe snow-storms and clouds of grey lava-dust from the Icelandic mountains which stuck to the windows. It was getting dark when he decided to land in a fairly sheltered fjord, but there was a strong tide running and he could not accurately gauge the depth of water. The aircraft landed safely, but grounded on a shoal before finishing its run. It struck the shoal at about 60 miles an hour, but, thanks to the strength of its construction, it suffered no damage.

Fishermen from a whaling station rowed out to the stranded flying-boat and greeted the crew with their best and only English phrase—"Velcome to Eeceland." Fortunately, an Icelander who had been in the United States Air Force in the last war turned up and acted as interpreter. The bombs were made safe, lifted out by the crew, and taken ashore in the fishermen's dinghy.

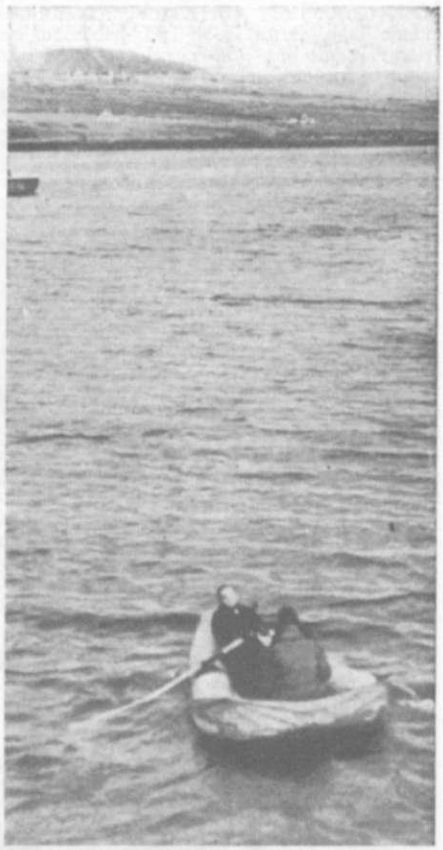
That night the crew remained on board, and in the early hours, when the tide rose, the flying-boat went afloat. By using the port and starboard engines alternately, she yawed off the shoal into deeper water. When daylight came the pilots surveyed the take-off area. They had a run of approximately 400 yards, but at one part the fjord was little more than 50 yards wide. The span of a Sunderland is nearly 38 yards.

In the afternoon the pilot made his attempt. With the help of a strong wind and a full throttle he got the flying-boat off the water after a run of only 150 yards, and cleared the narrow part of the fjord with a few yards to spare on each side. The Sunderland went to another part of the Iceland coast to seek fuel.

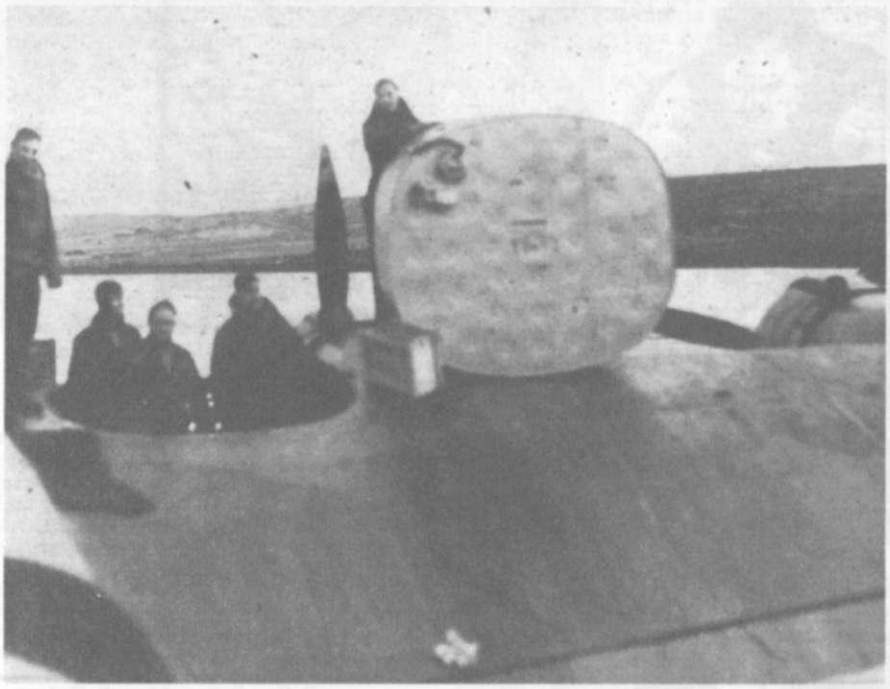
The second pilot said: "We had to use petrol tins out of an old barge. We formed a human chain and sent them up by hand. It was bitterly cold and sometimes chips of ice would fall into the tanks. There was water in the bottom of the barge and it looked as if some of the tins were leaking. We were afraid we might have trouble—and we did. When we started up next day, the engines ran for a little while, and then stopped. There was nothing for it but to empty and clean out the entire petrol system.

"Our wing commander, who was with us, had helped in the refuelling, and now he got busy with the rest of us in taking out the big tanks. He spent hours on the wings with screw-drivers and other tools covered with grease and dirt. It took four days to complete the clean-out, and then we refuelled with some petrol which we took good care to see was free from dirt or water.

"The next day off we went, only to run into a severe electrical storm with visibility nil and ice-forming conditions. Back again to Iceland. That night we had 27 degrees of frost, and the next morning the Sunderland was completely covered in a layer of snow on top of ice. We brushed off the snow and tried to chip off the ice with axes, screw-drivers, and anything handy. Then I managed to get help from a trawler with a steam hose-pipe. That melted the ice where we could not reach to chip, and the water ran down and formed icicles where we could get at them. The temperature rose that night, and the next day we flew to Scotland. We learned a lot that trip."



FERRYING PETROL, a few cans at a time, in their rubber dinghy from an old barge to their aircraft, was one of the trials of the crew of a Sunderland flying-boat which made the forced landing described in this page.
Photo, British Official: Crown Copyright



A complete clean-out of the entire petrol system, a job which lasted four days, was one of the tasks of these men of the Coastal Command who made a forced landing in Iceland. Water got into the petrol they found for refuelling and caused engine trouble. Above, one of the huge tanks has been taken out for cleaning.
Photo, British Official: Crown Copyright

I Was A Nazi Parachute Trooper

Written by Erich Weber, a former member of the "Col. Beck Force," Germany's first parachute regiment, this article gives many details of the life and training of these Nazi desperados. As a sequel to his story, Weber says that he jumped a train on its way to Switzerland and, by an extraordinary piece of luck, managed to get away.

I WAS trained to be one of Hitler's "Luftschiffertruppen." I thought it was a great stroke of luck when I was drafted to the Col. Beck Greenshirts—Goering's private regiment, one of the most historic in all Germany.

Like a million other youngsters I was proud to be a German; proud to be a soldier. When we began parachute training ("Fallschirm Landen") I was proud to risk my neck. . . .

It took three months to turn me into a good Fallschirm trooper—three months of iron discipline, technical training, practice on the bomb-sighting machines used by Luftwaffe pilots, and 10-hour-a-day training.

They taught us parachute-dropping by easy stages—beginning with the technical stuff and routine work of folding the silk (not so easy, when you consider that a Fallschirm consists of at least 850 square feet of silk) and ending with the real thing.

Between those extreme stages it is easy to break a few bones. We had to do special parachute exercises—climbing up a steel stairway and jumping through a spring-loaded

I WAS THERE!

door ten feet high. The spring gives the same effect as the great rush of air in actual flying, and you must learn how to poise yourself for the jump so that the parachute harness doesn't get caught.

So that we should be able to allow for drift, and pull the strings of our parachutes to guide them in falling, we were sent, often late at night, to practise on the bomb-sighting machines used for training Luftwaffe pilots.

You sit on a balcony, peering down at the moving strip on which is painted a realistic picture of the earth as it appears from the cockpit of a bomber. By an ingenious system of lenses it gives the impression of being 2,000, 5,000 or 8,000 feet away, while change of lighting gives the effect of "dawn" and "twilight." You sight the apparatus and endeavour to register a "hit" on the moving canvas. The sheet is moved electrically at speeds representing 200 and 300 m.p.h. and the exact position of each hit is shown by the flash of an electric light.

Intriguing and interesting? It might have been, but for the *Oberst*. His idea was that as most bombing raids take place at dawn or at night, practice must be done at those times. After a hard 10-hour day of marching, drilling, engineering instruction, book study and exams, we were suddenly dragged from our bunks and ordered to be on duty in six minutes.

In the Nazi 'Chamber of Horrors'

Hungry, because rations were small at Braunschweig, tired, bullied and dispirited, we assembled in what came to be nicknamed the "Chamber of Horrors."

In turn we climbed the gallery, took our seat at the bomb-sighter and tried to register direct hits as the *Oberst* or an *Unterleutnant* bawled "Zielen" ("Aim").

Month after month of this discipline helped to break us in; but it meant that we were often working over 14 hours a day. There were language classes, in French and Dutch, there were technical classes in the operation of the 88-mm. light machine-guns that we were to carry on a parachute descent, and more than 200 things to learn by heart before we made our first "Versuch" (trial).

If we thought discipline was firm at our training camp, we got a rude shock when we were transferred for final training to the Col. Beck barracks at Charlottenburg, near Berlin.

Of course I was "raw." Now I tremble to think what most of the officers must have thought of me. I'd just scraped in, and they knew it. They gave me a hell of a time. I was always in fatigue parties. All the dirty jobs found their way to me.

But the time came when I had to rebel. There was a Swastika and Death's-head flag in a niche by our parade ground, and like everybody else I always dutifully clicked my heels and saluted it on passing—a ritual of the Col. Beck Force. One sweltering hot afternoon an officer, having had more dunkel beer for lunch than was his ration, thought he'd have a bit of fun. "Floh (You flea)," he grinned when we met on the parade ground, "You didn't salute the flag."

Mechanically I repeated I had, but he was determined to have his sport, and ordered me to do solitary sentry duty by the flag for two hours, saluting it each time I passed it. In the blazing hot sun I began my pacing, but it wasn't my time for duty and I was hungry and faint. Spots grew before my eyes, and while the bully was still gaping at me the earth suddenly came up to meet me. I had fainted.

He wasn't finished yet. He dragged me to my feet, ordered me once more to march past the flag and salute. Sick, weak, I managed to stand. As I saluted he kicked me to the ground, and once more dragged me up. Again I saluted, and again I bit the dust. Then everything went black.

When I awoke I was in the hospital ward, and a kindly-faced military surgeon was gazing down at me, and offering me a cigarette. I was sick—not only with physical pain but at the shock of my first encounter with a brutal officer of the old Junkers class. From that very moment something within me changed. I had wanted to be a good soldier. I had wanted to be an obedient Nazi. But from now on I'd look after No. 1 first.

We Are Standing Up to the Raids in Malta

By the first week in March 1941 Malta had already been bombed on 114 occasions, it was revealed by Sir Archibald Sinclair on March 11. The manner in which the defenders and the civil population of the island reacted to these raids is vividly described in this letter.

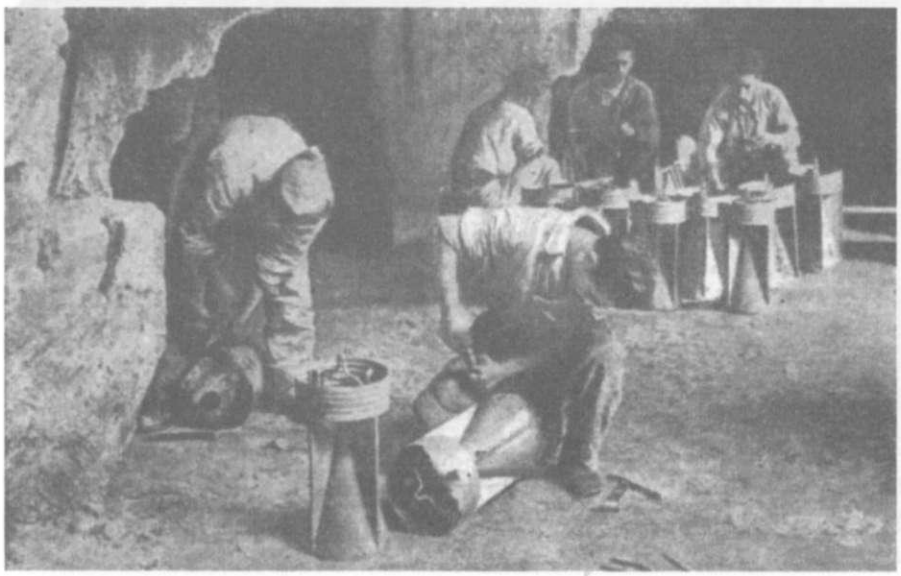
SPEAKING in the House of Commons, Sir Archibald Sinclair paid tribute to the "gallantry and efficiency of the defenders of Malta and to the courage and high morale which the civil population had throughout displayed." In a letter to a friend in England, a young Maltese said:

The Luftwaffe has taken over the central Mediterranean area from the Italians. It's only German 'planes we now see. Anyhow we are giving a very good account of ourselves, and the Jerries know that too well.

The first time they raided they came over in the afternoon in two waves. There was quite a good number of 'planes, too, and they kept diving over the Grand Harbour for half an hour. Then came an interval of about quarter of an hour and then they started all over again.

It was a good sight to watch; and I stayed in the open somewhere very near the targets engaged and utterly enjoyed it. It was the first big-scale warlike action I have ever witnessed. But although the Jerries had guts to come down, yet they were terribly shaken. 'Plane after 'plane zoomed over me very low indeed with engine sparking and smoke coming out from wings and tail.

Every imaginable A.A. shell was used and the barrage was simply grand. The sky was ablaze and I got nearly deaf with bomb and shell explosions. Anyhow I was one of the first that collected souvenirs; bits of shirts and wings. During that engagement the Jerries left behind them 11 'planes, while I suppose the others took back to Sicily loads and loads of wounded and dead.



RAIDS ON MALTA have proved costly to the Italians. Below, bombs are being prepared in the ancient quarries of Syracuse, used by the enemy as workshops. Above, two Italian pilots are returning in their bomber from a raid. A description of an attack on Malta is given in this page. *Photos, E.N.A.*

They then visited us on Saturday, losing nine 'planes certain, and on Sunday losing 19 certain. Those were the three most hectic days, but we won. The number of civilians lost must be about one-third the number of pilots the Germans lost.

The spirit of the people cheered me up and warmed my heart. You remember when Italy joined the war you told me to stand fast and fling the invaders back in the sea. The chaps out here did not need any encouragement; they are out for it. I should like the Jerries or Ities to try a landing. They would never go back.—"*The Times*."

Our Diary of the War

THURSDAY, APRIL 3, 1941 *579th day*

Sea.—Admiralty announced destruction by naval aircraft of two Italian destroyers.

Three raiders attacked convoy in Thames Estuary. One destroyed and two damaged by H.M.S. Locust.

Air.—Heavy night raid on Brest. Small-scale attacks on oil tanks at Rotterdam and docks at Ostend.

War against Italy.—British evacuation of Benghazi announced. R.A.F. bombed Tripoli and Mersa Brega area.

Cairo announced capture of Miesso on railway to Addis Ababa.

Home.—Four-hour night raid on Bristol. Bombs also fell in East England and elsewhere. Two raiders destroyed.

Greek War.—R.A.F. bombed military targets at Berat.

Balkans.—German Legation ordered by Berlin to leave Belgrade.

Count Teleki, Hungarian Prime Minister, committed suicide. M. Laszlo Bardossy appointed his successor.

FRIDAY, APRIL 4 *580th day*

Sea.—Two Italian destroyers, Pantera and Tigre, reported scuttled off Saudi Arabia.

Air.—R.A.F. fighters attacked by day aerodromes in N. France and Belgium. Heavy night bombing of battle cruisers Scharnhorst and Gneisenau at Brest.

War against Italy.—In Harar sector troops reported near R. Awash. Offensive in Negelli-Yavello area progressing.

Six enemy machines shot down in Western Cyrenaica. Tripoli raided.

Home.—Bristol raided again at night. Four bombers brought down. Enemy activity also in S.W. England.

SATURDAY, APRIL 5 *581st day*

War against Italy.—Imperial forces entered Addis Ababa. General advance farther south.

Adowa and Adigrat reported captured.

Road block between Asmara and Massawa cleared and advance continued.

Home.—Day attack on coast town in N.E. Scotland. Small-scale enemy activity at night over S.W. England.

SUNDAY, APRIL 6 *582nd day*

Air.—Single Spitfires made machine-gun attacks on targets in N. France. Daylight attacks on enemy destroyers, supply vessels, troop concentrations and aerodromes.

Brest again bombed at night. Other aircraft attacked docks at Calais and Ostend and aerodromes in Low Countries.

Home.—Daylight raid on S. Coast town.

Balkan War.—Germany invaded Greece and Yugoslavia.

Belgrade heavily raided. R.A.F. replied by bombing military targets in Sofia and German transport in Struma valley. Five Messerschmitts shot down without loss.

MONDAY, APRIL 7 *583rd day*

Air.—Nine relays of R.A.F. heavy bombers raided Kiel. Emden and Bremerhaven also attacked.

War against Italy.—Operations around Massawa developing. Advance towards Dessie and Gondar progressing. Debra Marcos in British hands.

Enemy recaptured Derna, Libya.

Home.—Considerable night raids over Liverpool area, East Anglia, S.W. and central Scotland, London, and elsewhere. Bombs fell for first time in Northern Ireland.

Six enemy aircraft destroyed.

Balkan War.—Germans continued violent attack in Struma valley and in heights of Nevrokop. Nazi mechanized division captured Doiran, on Greek-Bulgarian-Yugoslav frontier.

Reported that Yugoslavs had occupied Italian port of Zara, Dalmatia.

R.A.F. attacked motor transport near Strumitsa, Yugoslavia. Another German raid on Belgrade.

TUESDAY, APRIL 8 *584th day*

Air.—R.A.F. made daylight attacks on shipping in North Sea and objectives in Denmark, Low Countries, and Northern France.

Kiel heavily bombed at night. Other targets were Bremerhaven, Emden and oil targets at Rotterdam.

War against Italy.—Massawa surrendered and was occupied. Hard rearguard action in Libya.

Home.—Heavy double night attack on Coventry. Hospital repeatedly hit. Hostile aircraft also reported from other areas.

Seven enemy aircraft destroyed.

Balkan War.—From Doiran German mechanized division advanced into Greece east of R. Vardar in direction of Salonika. In Struma valley enemy was still held by forts of Rupel, Usita and others.

Yugoslavs forced to withdraw in South, leaving Greek left flank uncovered.

WEDNESDAY, APRIL 9 *585th day*

Sea.—H.M. trawlers Lord Selborne and Cramond Island reported sunk.

Air.—R.A.F. bombed railway traffic and wireless station in Denmark, aluminium works at Hoyanger and naval unit at Brest.

Heavy three-hour night raid on Berlin. Opera House destroyed, other famous buildings severely damaged.

Home.—Night bombers again over west Midlands, including Birmingham. Bombs also fell in N.E. district, East Anglia and elsewhere. Twelve enemy aircraft destroyed.

Balkan War.—Germans occupied Salonika, cutting off Greek forces east of R. Vardar. Enemy also captured Skoplje and Nish, Yugoslavia.

In Albania Yugoslav troops, having crossed R. Drin, advanced towards interior.

THURSDAY, APRIL 10 *586th day*

Air.—R.A.F. bombed cruisers Scharnhorst and Gneisenau at Brest and aerodrome at Merignac. Düsseldorf and Borkum also attacked.

War against Italy.—Ceaseless air attacks on enemy troops in Libya. Advance into S. Abyssinia from Italian Somaliland developing.

Home.—Night raids on Birmingham and Coventry, causing heavy damage and casualties. Ten German raiders shot down.

Balkan War.—British and Imperial forces made contact with Germans in northern Greece.

German forces reported to have reached Monastir and Yannitsa. R.A.F. made great onslaught on enemy.

OUR WAR GAZETTEER: YUGOSLAVIA

Belgrade. Cap. Yugoslavia; at confluence of R. Danube and Sava; greatly modernized during last twenty years; cathedral, royal palace; university; name means "white city." Pop. about 270,000.

Bitolj. (Monastir). 130 miles N.W. of Salonika; of strategic importance; became Serbian in 1913. Pop. about 20,000.

Dubrovnik. (Ragusa). Dalmatia; on Adriatic; 105 miles S.E. of Split; the harbour being partly closed by sand, large ships use Gravosa, 4 miles distant; oil refineries. Pop. about 15,000.

Kotor. (Cattaro). Seaport at head of gulf of Cattaro; 35 miles E. by S. of Dubrovnik; naval base. Pop. about 6,000.

Lyublyana. (Laibach). Former capital of Austrian province of Carniola; 40 miles N.E. of Trieste; university, episc. see; manufactures textiles; large trade in leather and chemicals. Pop. about 60,000.

Maribor. (Marburg). Slovenia; stands on both banks of the R. Drave; 40 miles from Graz; 16th-century cathedral; manufactures railway stock, boots and shoes; large wine trade. Pop. about 30,000.

Monastir. *See* Bitolj.

Nish. On R. Nisava, trib. of R. Morava; 130 miles S.E. of Belgrade; important railway junction. Pop. about 40,000.

Novi Sad. 50 miles N.W. of Belgrade; pottery and cotton works. Pop. 50,000.

Sarajevo. Cap. of Bosnia; on R. Miljacka, 122 miles S.W. of Belgrade; scene of the murder of Archduke Francis Ferdinand, June 28, 1914, event which precipitated the Great War; manufactures pottery, silk, flour, sugar. Pop. 80,000.

Skoplje. (Üsküb). On R. Vardar, 130 miles N.W. of Salonika; large trade in tobacco, grain and agricultural products; taken by Bulgarians in 1915. Pop. 60,000.

Sombor. Voivodina; 94 miles N.W. of Belgrade; trading centre for corn and cattle. Pop. about 30,000.

Split. (Spalato). Dalmatia; seaport and naval base; on the Adriatic, 74 miles S.E. of Zara; contains Palace of Diocletian; extensive trade in wine, oil, wheat, figs and leather; fisheries. Pop. 40,000.

Struma River. Rising in Bulgaria, about 20 miles S. of Sofia, flows west and south-east through Bulgaria and Macedonia to enter Aegean Sea. Length 150 miles.

Subotica. (Szabadka). Voivodina; near Hungarian frontier; centre of agricultural and cattle-rearing district; manufactures boots, railway trucks and furniture. Pop. about 100,000.

NOTE.—That most of the above-mentioned places have two names points to the fact that at some period they have been under the sway of Turkey, Austria, Hungary, Italy, etc. The first name given is the Yugoslav (Serb, Croat or Slovene) name, and that in brackets the original. Thus Laibach was the capital of the Austrian duchy of Carniola. Marburg was in Austria, Üsküb in Turkey. After Macedonia passed from Turkish rule in 1913, Monastir became Bitolj. Cattaro and Spalato are Italian forms. The name Ragusa reminds us that the place called Dubrovnik was colonized by Latin settlers.

BINOCULARS FROM JAMAICA to the value of £1,000 have been sent by the Boy Scouts of that country, who are here seen examining them prior to dispatch.
Photo, Topical Press

Üsküb. Turkish for Skoplje, *q.v.*

Vrsac. (Versecz). Voivodina; in agricultural region, 40 miles N.E. of Belgrade; flour milling and distilling. Pop. 30,000.

Zagreb. (Agram). Capital of Croatia-Slovonia; on R. Sava; cathedral, university; manufactures linen, carpets, leather and tobacco. Pop. about 190,000.

IN BOMBED, BLASTED AND BURNT LONDON THE DOCTOR STANDS BY

After the great air raid of the night of April 16-17 many of the victims were pinned beneath the wreckage. When daybreak came the A.R.P. workers were still making heroic efforts to reach them and deeds of remarkable bravery were performed by both men and women. Here in a bomb-stricken district in London a woman doctor in her white coat and white-painted helmet bearing the letters M.O. (Medical Officer) waits while the workers tunnel through the ruins of a block of flats to reach people buried beneath them. Finally, a way was hacked to where a woman lay seriously injured and the doctor crept along it to give first aid.

Photo, "News Chronicle." Exclusive to THE WAR ILLUSTRATED

Into Battle Went the 'Forces of the Empire'

The Forces of the Empire, as the British Expeditionary Force in the Balkans has been officially styled by British G.H.Q. in Cairo, began its landings in March, and first made contact with the German enemy on April 10, 1941. Below we tell something of its passage and of the opening brush on the new field of battle.

WEEKS before it was officially released in London, the news of the safe arrival in Greece of the "Forces of the Empire" had spread far and wide. The Greeks knew it; how could they do otherwise when they saw arriving at the Piraeus, the port of Athens, the great stream of transports, packed with troops and with war material of all kinds? The Bulgarians knew it, for on March 20 it was announced over the Sofia wireless that 300,000 British troops—a fantastically large figure, of course—had landed at Salonika. The Yugoslavs knew it, too; as early as March 11 it was reported in Belgrade that British troops were landing in large numbers, and perhaps the knowledge determined them to make that last desperate bid for freedom which began when they threw over Tsvetkovitch and his pro-Nazis, and decided to fight before surrendering.

All the troops were convoyed to the ports of disembarkation by Admiral Cunningham's ships, and in spite of the Italian submarines and Nazi aircraft not a ship, not a man was lost in the passage across the Aegean Sea. Some of the units had come from far across the sea; others, veterans of the Libyan campaign, only from Alexandria. They comprised British and Australians, New Zealanders and men from Cyprus; all were in good heart, fit as fiddles, ready and eager to go into action immediately. At the bases great Ordnance and R.A.S.C. establishments came into being, and the R.A.M.C. units assembled—amongst them an ambulance unit of Quaker volunteers, who though their consciences forbade them to take up arms found nothing in their religion to forbid them the work of mercy.

This new British army in Greece was under the command of Lt.-Gen. Sir Henry Maitland Wilson, who himself was stated to be under the direction of General Papagos, Commander-in-Chief of the Greek Army. Then the Australians and New Zealanders constituted a corps which as from midday, April 12, was known as the Anzac Corps. "The G.O.C.," read a message sent by Lt.-Gen. Sir Thomas Blamey to the Australian and New Zealand Commands, "desires to say that the reunion of the Australian and New Zealand divisions gives all ranks the greatest uplift. The task ahead, although difficult, is not nearly so hard as that which faced our fathers in April, 26 years ago (a reference to the landing of the Anzacs at Gallipoli in 1915). We go to it together with stout hearts."

This map shows the line occupied by the Imperial and Greek troops from Mount Olympus to a point on the coast opposite Corfu when the great German and Italian attempt thrust into Central Greece began in mid-April 1941. *By courtesy of the "Daily Express"*

MOUNT OLYMPUS, close to the coast on the western side of the Gulf of Salonika, formed the right bastion of the line of the Allied armies shown on the map. *Photo, Dorien Leigh*

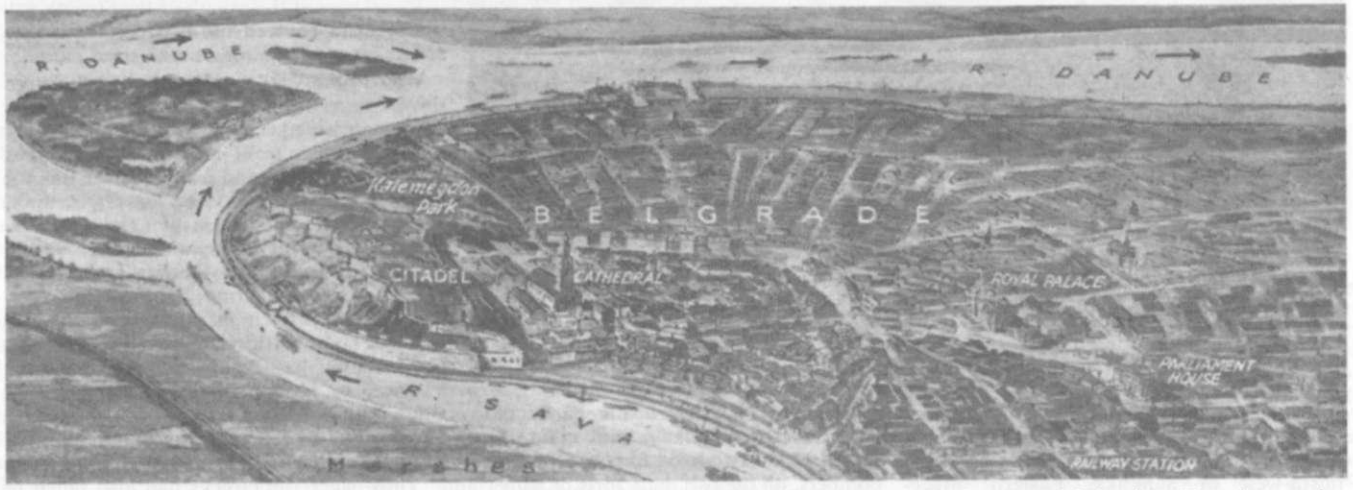
LT.-GEN. SIR H. MAITLAND-WILSON, D.S.O., in command of the Forces of the Empire in the Balkans, commanded the troops who defeated the Italians in the Western Desert. *Photo, British Official: Crown Copyright*

So after a lapse of more than 20 years British and Imperial troops once again marched along the Balkan roads. To begin with, they were given positions somewhat behind the Greeks, who were now fiercely engaged with the German invaders, but on April 10 the first clash occurred between men of the Forces of the Empire and the Nazis. A German column halted on the road was shot up by some British tanks, and a number of our armoured cars which, while escorting demolition parties somewhere near the Yugoslav border, had been outflanked by a German column, fought their way back through 800 German infantrymen. From then onwards our troops were more or less constantly in action, doing their utmost to support their allies, the Greeks, whose line was now bending dangerously before the German onslaught. In mountainous country, and in the most bitter weather—snow was still falling on the heights and the wind was cruel—the British and the men from "down under" took up their positions. So rough was the country in which the troops were deployed that motor transport had to be supplemented by mules and donkeys, on whose backs were brought up food, ammunition, and other supplies.

The War Office communiqués told little of what was going on, but it was learnt that our forces were withdrawing to new positions. On April 14 the communiqué read, "Our covering troops inflicted severe casualties on the enemy, who maintained continuous pressure on our eastern sector during this withdrawal. Marked activity on the right of our line, but no serious clashes." The German High Command declared that motorized units and S.S. troops had thrown back British infantry and armoured forces. Then on April 16 Cairo announced that "our troops are now in contact with the enemy along the whole of our front." A big battle was in progress in Western Macedonia, and British and Imperial forces clashed long and often with German mechanized units.

Belgrade: Tragic Capital of the Yugoslavs

BELGRADE'S NATIONAL LIBRARY and Technical Faculty are housed in the modern structure above. Yugoslavia's capital, bombarded by the Austrians in the last war, was devastated by mass Nazi air raids on April 6, 1941. There was an efficient A.F.S., which included many women, who worked heroically. Right, some of them are "manning" a fire engine.



The drawing above shows the main features of Belgrade. The city stands on the south shore of the Danube at its junction with the River Sava.

YUGOSLAVIA'S INDICTMENT OF GERMANY

WE inform all civilized peoples of the frightful crimes committed by the German armed force in the war imposed upon us.

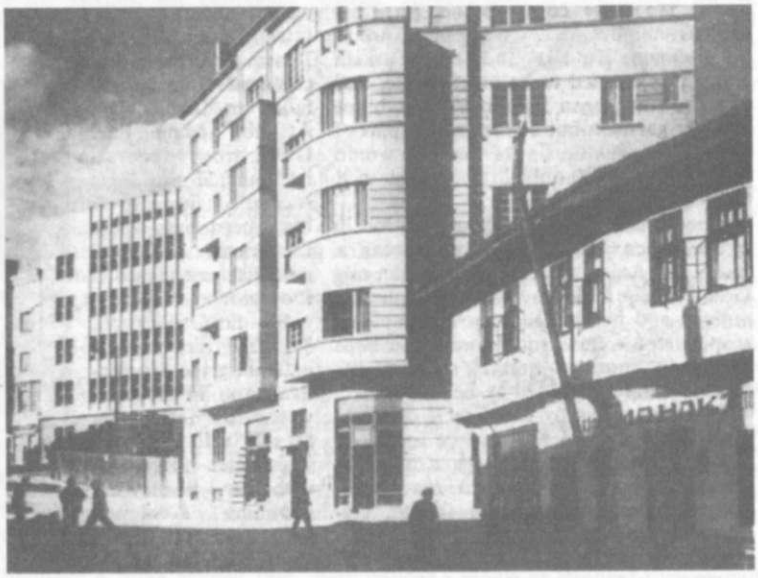
Belgrade, the capital of our country, which in good time was proclaimed an open and undefended city, was bombed by German aircraft without a declaration of war.

On Sunday morning, while the sound of church bells was calling the faithful to church for Divine Service, a bombardment eclipsing in horror all imagination was launched by German aeroplanes. A veritable deluge of incendiary and explosive bombs turned the city into a mass of ruins and gutted homes, while all the streets of Belgrade were covered with the bodies of children, women, and old men.

Never during the long history of this martyr city were such cruelties committed even by the most primitive invaders. This devastation of a defenceless and open city was executed by aircraft of that nation which claimed for itself the first place among cultured peoples.

All the precepts of international right and human considerations were set aside by the German aeroplanes, which destroyed most of the hospitals, churches, schools, and cultural institutions of Belgrade in broad daylight.

The royal palace at Dedinje [a suburb of Belgrade] was completely destroyed by 30 direct hits during the mass air raids on the city on Sunday. The German aeroplanes even bombed isolated houses . . . Horrible scenes occurred during the bombardment, when German aeroplanes machine-gunned women and children fleeing from their burning homes. Flying low, the German bombers turned houses into hecatombs.—*Message addressed by the Yugoslav Government to "All Civilized Peoples."*



Prior to the Nazi air raids, Belgrade was fast becoming the finest capital city in the Balkans, with many modern office buildings and tall apartment houses often in quaint juxtaposition with the old houses built under the Turkish regime.
Drawing, courtesy of "The Sphere." Photos, Dorien Leigh, G.P.U., and Fox

When Greek Met German in Macedonia

Below we give an account of the opening phase of the invasion of Greece by the German armies operating from Bulgarian soil. It is based on a statement issued by Colonel Contoleon, Liaison Officer and Acting Military Attaché at the Greek Legation in London.

WHEN it first seemed probable that Hitler would shortly order an invasion of Greece, the Greek General Staff prepared its plan of defence on the assumption that Yugoslavia would be favourably disposed towards the Axis Powers ; and this assumption seemed to be well grounded when on March 25 Mr. Tsvetkovitch put his signature to the Tripartite Pact at Vienna.

Believing then that the attack would be developed or delivered through Yugoslavia, the main Greek line of defence, which aimed at the preservation of the territory won in Albania and the covering of its eastern flank, was to be concentrated in Central Macedonia, i.e. that portion of Greece lying to the north-west of Salonika. Eastern Macedonia, i.e. the area south of Bulgaria as far as the port of Kavalla, would also be defended, but its defence was entrusted in the main to the forts covering the principal passes from Bulgaria. Western Thrace, lying between Kavalla and the Turkish frontier, was deemed to be indefensible, and before the war began it was evacuated, not only of its garrison but of the greater part of its civilian population. Its defence would have been advisable only in the event of a concerted action with Turkey.

Then on March 27 came the revolution in Belgrade, when Yugoslavia, from being a friend of the Axis, declared herself as an ally of Greece. The Yugoslav Army was already mobilized and had on the whole completed its dispositions. Substantial forces had been mustered in Southern Serbia, so that the routes into Greece seemed to be adequately covered. Consequently the Greek divisions were transferred from this part of the front to the Bulgarian frontier, with a view to making the defence of Eastern Macedonia more effective. This transfer, though dictated by logic, proved fatal.

When at 5 a.m. on April 6 the Germans delivered their onslaught on Greece and Yugoslavia, the Albanian front was held by the Greek Army ; the routes across the Greco-Serbian frontier were guarded by the Yugoslav Army ; and Eastern Macedonia was protected by the main Greek Army. The Forces of the Empire, composed of British and Anzac troops, were farther south.

Although the German attack was launched with all the customary violence and the technical equipment of " blitzkrieg "—with tanks, abundant heavy artillery and considerable air forces—along the whole Greek line during the first two days the Germans made no progress anywhere. They destroyed it is true, the two advanced fortified positions of Istimbey and Kelkaya in the Rupel pass, but their persistent attacks with tanks, dive bombers, on the two main forts of Rupel and Ussita were completely repulsed. The next day, April 8, Perithori was temporarily captured by the enemy, but immediately afterwards was recaptured by a Greek counter-attack. Similarly the Dassavli fort was recaptured after it had fallen to the enemy. At the same time Greek troops operating outside the forts succeeded in recovering other points where the enemy had temporarily established a foothold.

So far, so good. But Yugoslav forces defending the Strumnitsa pass, which leads westward from the Struma valley in Bulgaria, were forced to withdraw. Swiftly the Germans developed their advantage. While the Yugoslavs were retreating up the Vardar valley toward Skoplje (Uskub), a German mechanized column succeeded on the morning of April 8 in capturing the Serbian town of Doiran, thus reaching the Greco-Serbian frontier 22 miles to the rear of the extreme edge of the Greek lines, and entered Greek territory by the flat corridor east of the Vardar. The very small Greek mechanized formations put up a hard fight against an enemy whose equipment was incomparably superior, both in quantity and in quality, but the battle was too unequal. At dawn on April 9 the German forces entered Salonika. Fortunately the delaying action of the Greek mechanized units had permitted the great port to be stripped of anything that might have proved useful to the enemy, while all military installations had been destroyed.

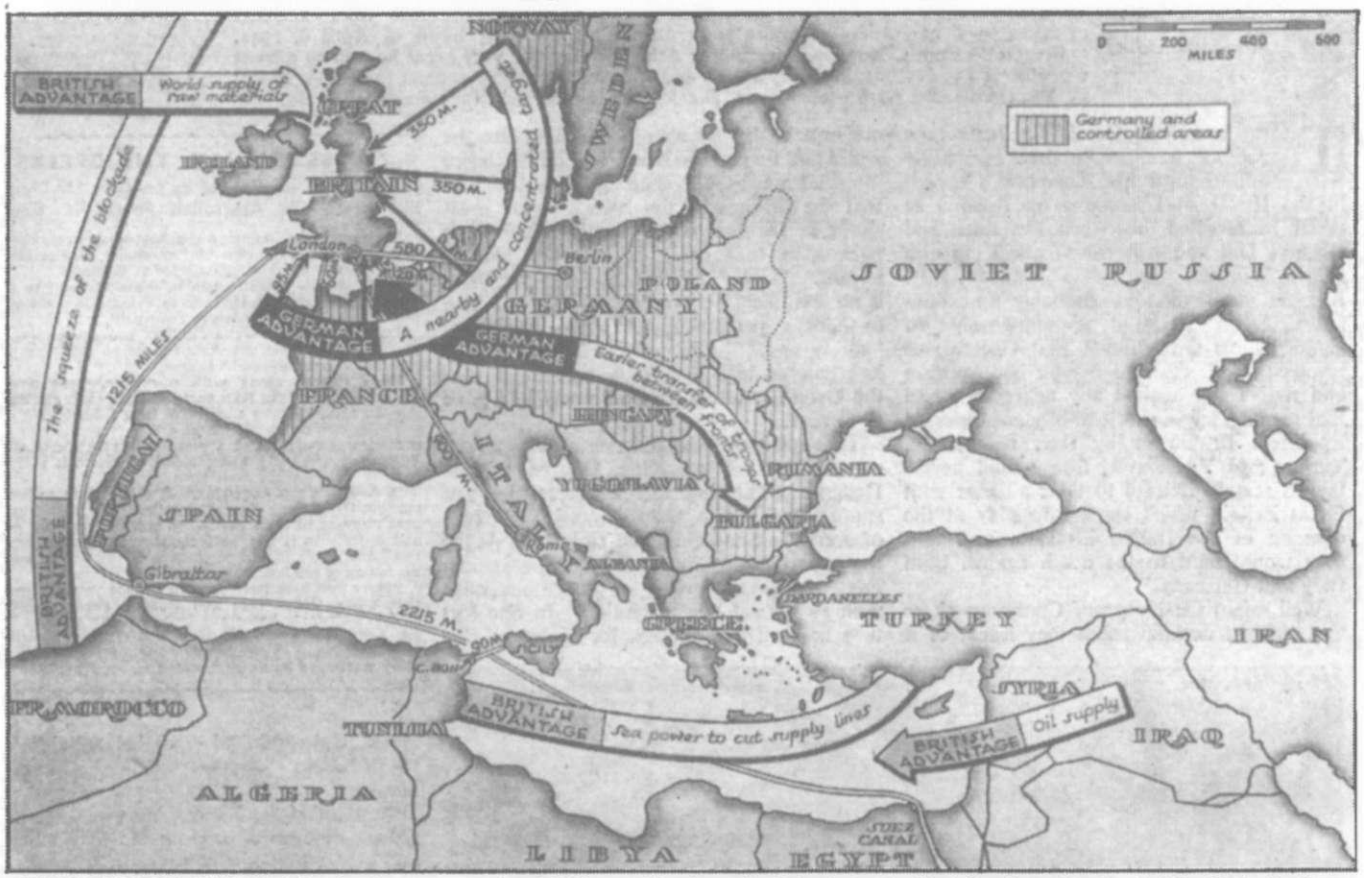
After the capture of Salonika the Greek units holding the frontier of Eastern Macedonia were cut off. Their position was hopeless, but there was not a sign of weakening in their resistance. For days they maintained their lines intact, and the forts in the Rupel pass at the mouth of the Struma valley still continued to blaze defiance at the enemy whose dead covered the floor of the ravine and reddened the streams with their blood.

West of the Vardar valley the Greek forces slowly moved back, resisting all the way, They maintained contact with their comrades on the Albanian front, but when the Germans occupied Monastir and reinforced the Italians in Albania, the pressure on the Greek lines, particularly in the region of Lake Ochrida, became too great to be withstood. So the Greeks fell back from Koritza and Florina and then, still fighting hard all the way, crossed the hilly country in the neighbourhood of Lake Kastoria to the foothills of the great massif of Pindus. From the river Vistritza to Mount Olympus, close to the shore of the Aegean, the front was held by Greek units and the Forces of the Empire. Thus, since the Greeks had also fallen back from their advanced positions in Albania, the line of battle now stretched from the mountains of South Albania on the west to Mount Olympus on the east.

THESE GERMAN ALPINE TROOPS white-coated and cowled as camouflage against the background of snow, are operating on a mountainside in the Balkans. These troops were used by the Nazis during the Norway campaign. Camouflage of this kind is very effective when the men are lying on the ground, but when upright they are betrayed by their shadows. *Photo, Keystone*

In this radioed photograph a German supply column is seen making its way along one of the mountain roads in Yugoslavia. Many such motorized columns poured over that country's frontiers following Germany's invasion, and many were destroyed by Allied aircraft. *Photo, Associated Press*

Britain v. Germany: the Strategy of the War



THE CAMPAIGN OF 1941 is being fought over a vast battlefield stretching from the Atlantic to the Black Sea, from the North Atlantic to the Suez Canal. How advantageous in some respects is Germany's position will be apparent from this map; but it shows, too, the strength that Britain derives from her sea power.
From "The New York Times Magazine"

A Note on Strategy

FROM the Pyrenees to North Cape, from the English Channel to the Black Sea, Hitler's legions march with none to say them nay. Not even Napoleon at the height of his greatness ruled over so many countries, chained so many peoples to his war machine. The swastika flag waves over regions into which the Roman eagles never penetrated. Never was Europe so "united" as today, when, with the exception of only two or three comparatively minor states, the whole family of continental countries makes up Hitler's empire.

Great have been the victories won by the generals and the soldiers of the man who was a company runner on the Western Front in the last war. Great victories and many, but still the war is not over. Just beyond the rim of Hitler's Europe sail the ships of Britain's Navy. If the land is Germany's the sea is still what it has been for centuries—Britain's. As in Napoleon's day so in this, the mighty struggle is one between a whale and an elephant.

Germany's Supremacy on Land

The elephant's strength is based on what are called the interior lines. He occupies the inside of the circle, and it is an easy matter for him to transfer his troops and his trains from one sector to another. His communications are magnificent, consisting as they do of the network of railways and roads with which generations of enterprise have equipped the continent. He has enormous populations—his own and the races he has enslaved—on which to draw for his cannon fodder and his industrial serfs. Then for years he prepared for war, and he did not make the mistake of thinking that this new war would be fought on the same lines as that of 1914-1918; in other words, he thought not of trenches and barbed wire and concrete, but of tanks and motor lorries, of dive bombers and troop-carrying 'planes, of spies and Fifth Columnists. It is not really surprising that with all these advantages, to which may be added the tradition of discipline of Europe's greatest militarist nation, the Germans should have proved able to crush all their foes within reach of their armoured columns.

Britain's Mastery of the Sea

Against this continent in arms Britain flings into the balance her Islands, her Commonwealth, her Mercantile Marine and incomparable Navy, the resources of a quarter of the globe, the products of the labour of one fifth of the human race. All that might tends to be concentrated in the waters that surround the Fuehrer's Reich. To the British Isles a great stream of ships brings food and raw materials without which our millions could not live, the war supplies without which we could not continue the fight. At the same time our fleets have swept from the seas Hitler's ships, and hold the Continent in the relentless grip of the blockade. No doubt there are many leaks in the blockade; in our impatience its operation seems all too slow. But there is not a home, not a factory, not a fort or camp in Hitler's Germany which is not the poorer because of our patrolling Navy.

Sea-power, then, is Britain's great advantage. Because of it she can feed her own people and (eventually, at least) make the Germans go hungry. Her fighting line can be supplied from America, democracy's inexhaustible arsenal. She can tap the world's oil supplies, whereas the Germans have to "go easy" on petrol, and if they want to replenish their stocks must make a drive against Iraq or the Russian oil fields in the Caucasus.

But the sea is no obstacle to the aeroplane, and Hitler's air power is still greater than Britain's. Far out over the Atlantic rove his bombers, seeking whom they may devour of our merchant ships, and night after night there descend from the skies on our cities loads of death-dealing metal. True, Britain too has a great Air Force, one which is growing daily in numbers and might; but in the air war the Germans have the advantage of a concentrated target, whereas the British offensive has to be distributed over a vast area, many of the most vital spots being almost out of range of even our long-distance 'planes. Already there is discernible a shift of industry from the much-bombed Rhineland and Ruhr to Czechoslovakia and even to Poland; and as our air strength grows, as our bombers multiply and grow in range, more and more of Germany's factories will be transferred to the more distant parts of Nazi-controlled Europe. But in Britain no such transfer is possible; war workers, her civilian population, are in the front line in very deed. They must fight where they stand; they can do no other.

Whale or Elephant: Which?

This, then, is the strategical setting of the battle of 1941. Already the curtain has gone up on the terrific drama; already the issue is joined between the hordes of Hitler's slaves and the armies of free men put into the field by the British Commonwealth and its Allies. In the passes of Greece, on the sun-blistered desert of North Africa, the mechanized Attila is struggling furiously, with an utter disregard for human life, to pierce the ranks of those—oh! so few and none too well equipped—who alone stand between him and the domination of the world.

Before the year ends the issue will have been decided. Whale or elephant; which will win? By the time the leaves now forming in the spring sunshine have withered and fallen we shall know.

We Simply Had to Help the Greeks!

After more than holding their own against the Italians, the Greeks were suddenly attacked by a new and even more powerful foe in the early hours of April 6, 1941. "Greece," said Mr. Kotzias, Governor of Athens, "has the very great honour to affront a people of 135,000,000, perfectly armed and showing its hatred against the Greek race." Yet the Greeks were undismayed, and for the second time they answered "No."

THOSE amazing Greeks! Just how amazing was not perhaps generally realized until Mr. Churchill's speech in the House of Commons on April 9 in which he revealed that when Mr. Eden and General Dill had met the Greek King and Prime Minister, the Prime Minister, Mr. Koryzis (who died so suddenly nine days later), had "declared spontaneously on behalf of his Government that Greece was resolved at all costs to defend her freedom and native soil against any aggressor; and that even if they were left wholly unsupported by Great Britain or by their neighbours, Turkey and Yugoslavia, they would nevertheless remain faithful to their alliance with Great Britain which came into play at the opening of the Italian invasion, and that they would fight to the death against both Italy and Germany."

Well might the House of Commons cheer that spirited declaration as they learnt of it from Mr. Churchill's lips. Amongst the countries of the Continent, Greece is one of the least consequence in size, population and material resources. If any country might be excused for bowing the knee to Hitler, then that country might be Greece. But in the Greeks of today there is more than a suggestion of that fine spirit which was seen in the Greeks of old—in, say, that little force who held the pass of Thermopylae against the Persian hordes, and who on the eve of that never-to-be-forgotten fight were observed by the wondering enemy nonchalantly combing their hair in complete disregard of the death which was so soon to come upon them.

"This being so," went on Mr. Churchill, "it seemed that our duty was clear. We were bound in honour to give them all the aid in our power. If they were resolved to face the might and fury of the Huns, we had no choice but that we should share their ordeal and that the soldiers of the British Army must stand in the line with them." There was hazard in that decision, indeed a double hazard. "But," averred the Premier, "there is no less likely way of winning the war than to adhere pedantically to the maxim of 'safety first.'" So early in March Britain had entered into a military agreement with the Greeks, and an Imperial army had gone to Greece.

That spirit of independence which marked every utterance of King George of the Hellenes and his ministers in Greece's hour of supreme crisis was soon evinced by Greeks of every rank and class and situation. At the front, particularly in the forts of the Struma Pass, the soldiers took on enormous odds with an almost gay resolution. In one fort they beat off every attack for 36 hours, and the defenders were almost overwhelmed when the Germans managed to enter the fort's underground passages. But the little garrison were undaunted, and after a tremendous struggle the intruders were driven out. One advanced detachment fought so heroically that the German commander, when the battle was over, saluted the Greek dead by way of tribute to their bravery.

Then there was the "Battalion of Death," which lived up to its name—a special force of crack troops formed to fight rearguard actions to cover the withdrawal of the main forces; when the commanders of the frontier units called for volunteers for the battalion, every soldier stepped forward. For days the fight went on in those frontier regions, long after the Germans had thundered past on either flank and had occupied Salonika far to the rear. Against artillery and dive-bombers, against flame-throwers and the assaults of Hitler's shock troops, those little groups of Greeks kept up the fight isolated and alone, hopeless of succour, yet resolved to keep their flag flying to the last. Then behind the lines the civilian population laboured untiringly, while women toiled in repairing roads broken by shell-fire and building new.

Speaking in London on April 16, when there was no information nor indication that the main forts had yet fallen, Colonel Contoleon, Acting Military Attaché at the Greek Legation in London, said: "The self-sacrifice of their brave defenders has not been in vain. Not only have they written one of the most brilliant pages of Greek military history, but they have also for many days blocked the routes into Eastern Macedonia, thus making possible the rescue, smooth embarkation, and transportation of substantial numbers of the Greek forces of Eastern Macedonia. When these numbers are revealed they will cause amazement and relief."

In common with many other 'planes of the Regia Aeronautica operating in Albania, this Savoia-Marchetti bomber, which Allied soldiers are intently examining, bears traces of the damage inflicted upon it by Greek or British bullets before it was forced down. On the underside of the wing are the three fasces—symbol of Italian Fascism. *Photo, Bosshard*

'AUSSIES' HAIL THE GREEKS

Order of the Day issued by Lt.-Gen. Sir Thomas Blamey to the Australian Forces in Greece

Just twenty-six years ago the Australian Army carried out the first operation on northern Mediterranean shores, when our kinsmen landed at Gallipoli.

We have now landed again in these regions, to fight at the side of the Greeks, and to overthrow once more the German effort to enslave the world.

The Greek nation—the smallest and the poorest of all the nations that the Axis sought to bully into submission—alone refused to submit.

Their efforts, along with our own, have already destroyed one of the Axis partners as a Power and forced the Germans to take control of Italy's destiny.

There can be no doubt also that their valiant and successful struggle had a great effect in determining Yugoslavia, after she had yielded to German bullying, to arise and defy the Axis powers.

In Australia we know little of this valiant nation. I am sure that as you get to know the Greeks the magnificent courage of their resistance will impress you more and more. It is not unlikely that the action of this small and noble nation may prove in the end to be the beginning of the final downfall of Nazi tyranny.

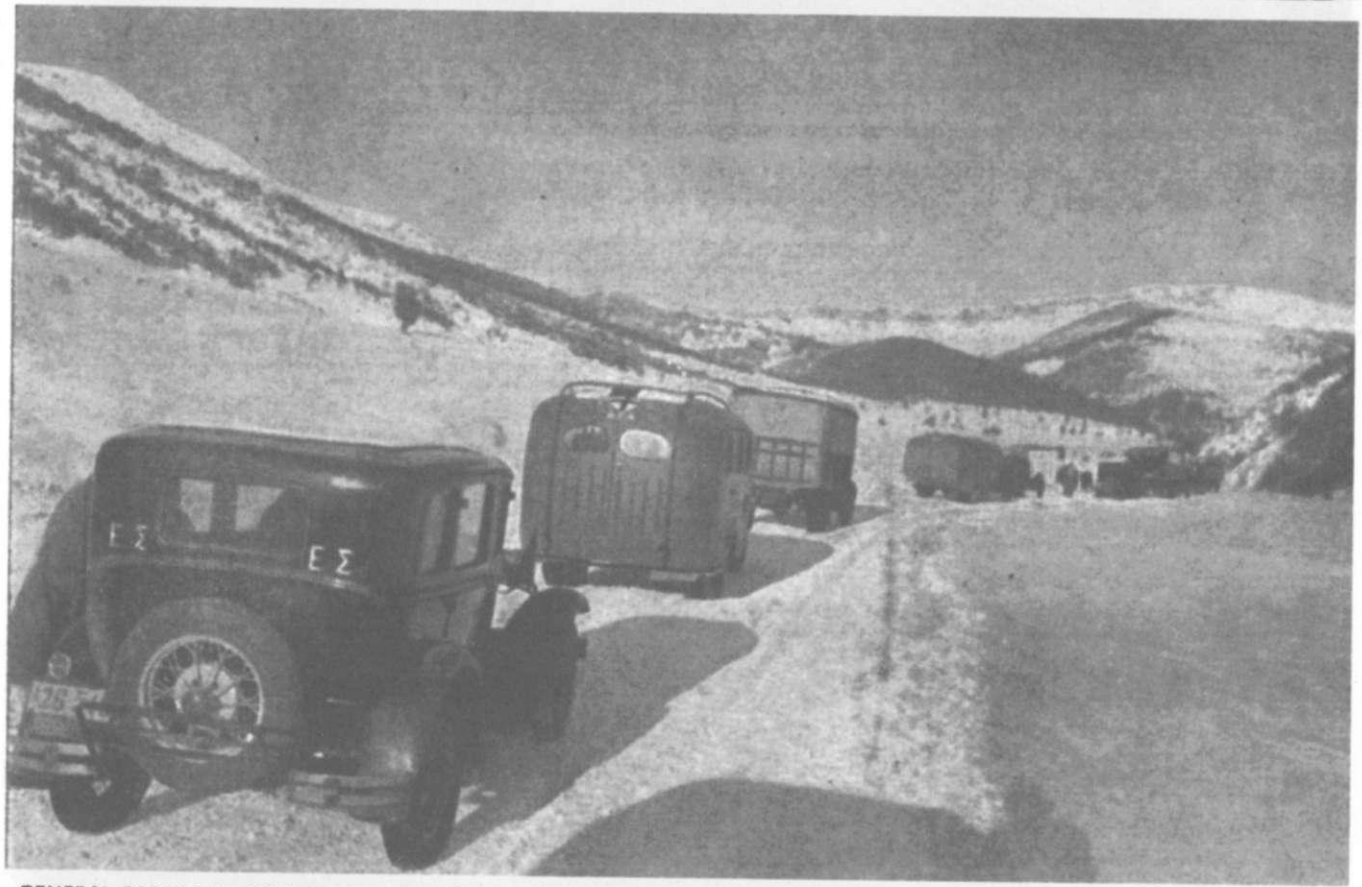
Before you have been long in Greece you will realize that every Greek man and woman, every pound of Greek money, is being put into the war effort. They are undergoing great privations and willingly making great sacrifices. **We come as comrades-in-arms, and they welcome us as such.**—*Athens, April 14, 1941*

'Nothing More than Chauffeurs!'

When at last the forts fell it was because they were literally overwhelmed by the weight of the German mechanized armament. "We thought we would have to fight against soldiers," said one of the Greeks wounded as he lay in his bed in an Athens hospital, "but we found we had to fight machines. We knew we could not survive such an onslaught, but we felt we must kill as many as possible before dying. Yet when we got the Germans out of their machines and away from their steering-wheels we found them no better than the Italians."

Then a note of contempt entered his voice and he almost spat. "They didn't like our bayonets," he said; "they are nothing more than chauffeurs." And his comrades in the beds around him grinned their assent

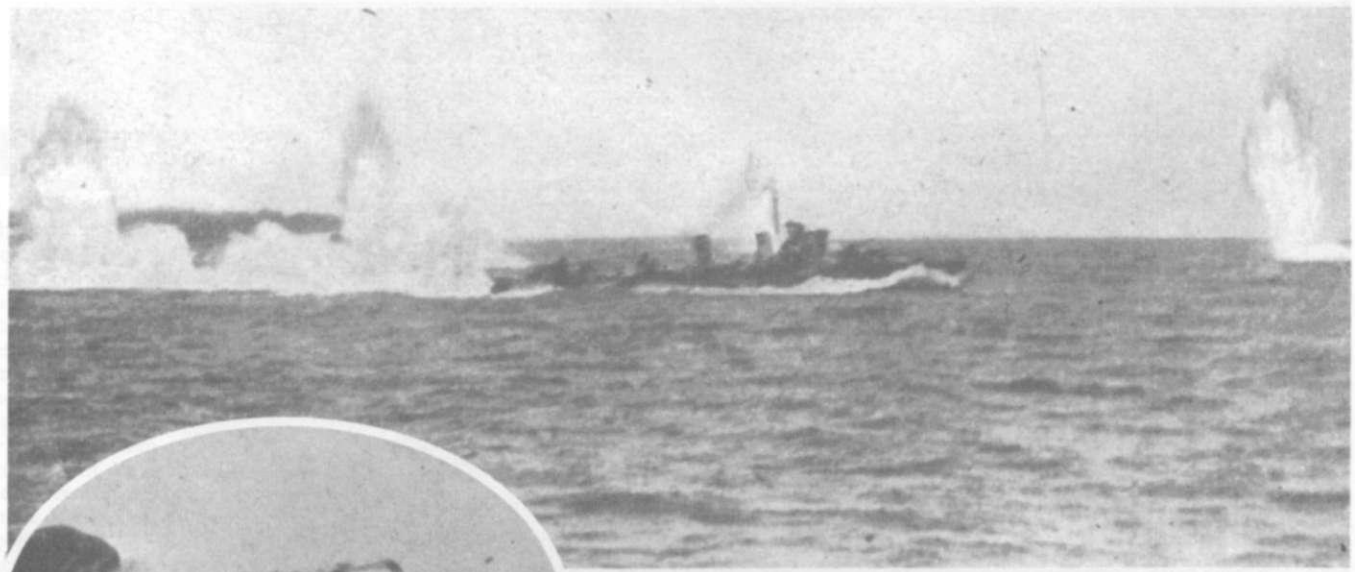
Not Winter Nor the Italians Beat Our Allies



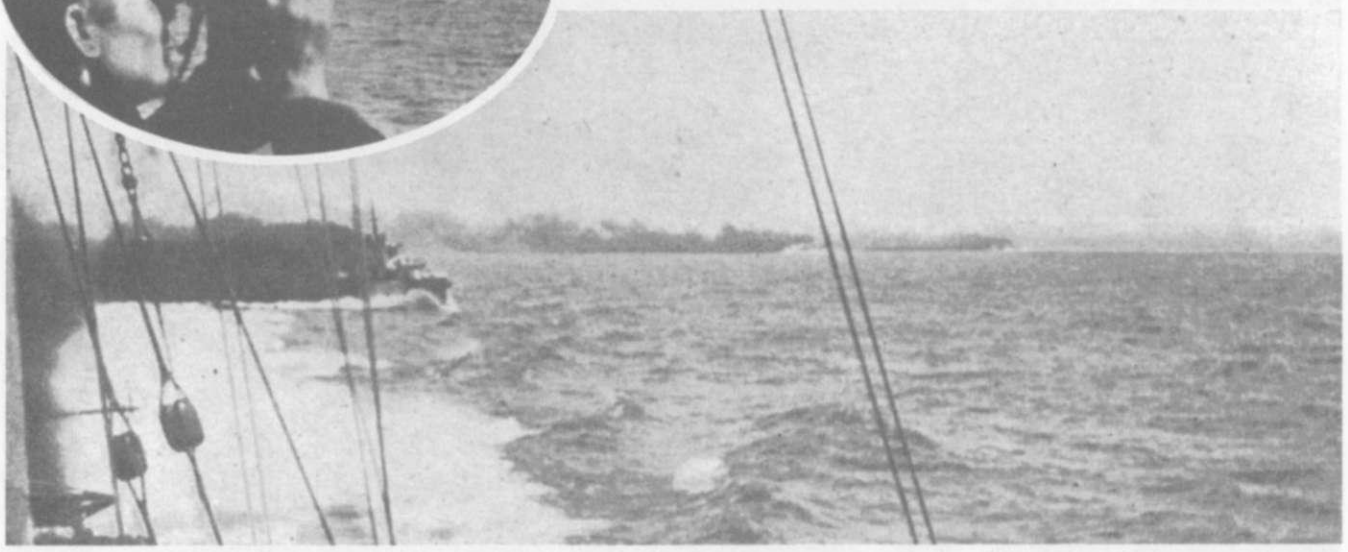
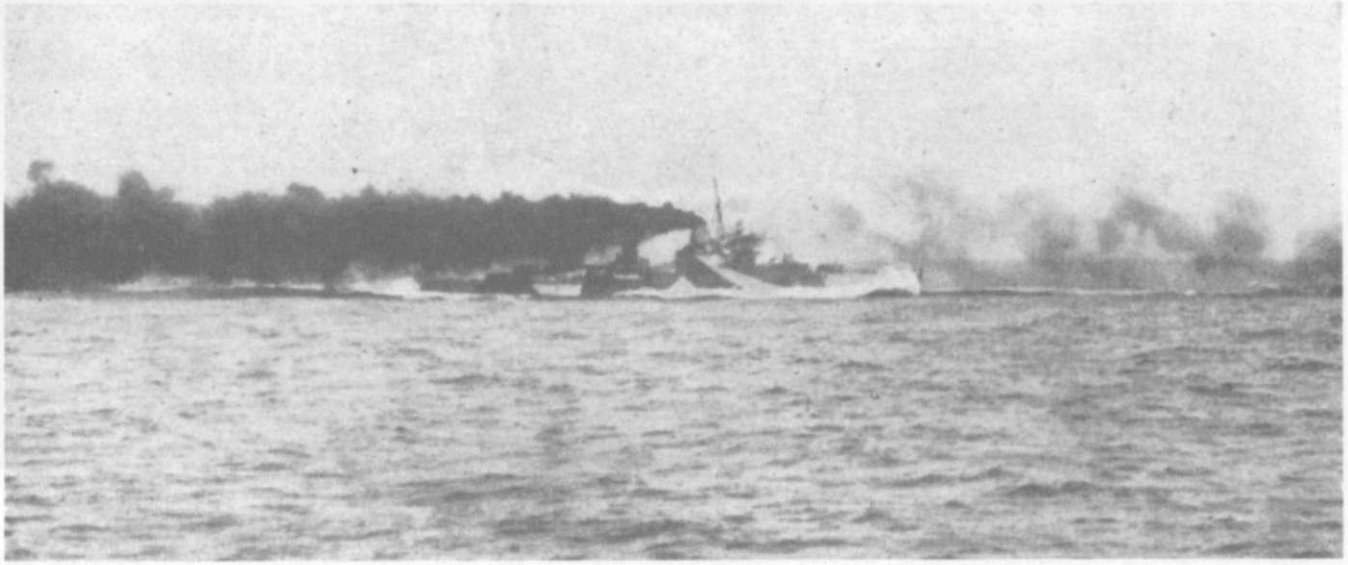
GENERAL PAPAGOS' MEN had weather as well as the enemy to fight against. Deep snow and extreme cold were an ally of the Italians, hampering the Greeks' pursuit when victory seemed almost within their grasp. Top, troops are marching to the front in conditions that made mechanized transport impossible. In the lower photograph a long line of ambulances wends its way over snowy roads to the base. Now that the Italians have Nazi allies spring has come, the snow has melted and made the use of German mechanized forces possible where it would have been impossible but a month or two ago.

Photos, Bosshard

Prelude to the Battle of Cape Matapan



H.M.S. Hasty, one of the destroyers that took part in the battle of Cape Matapan, is seen in the top photograph steaming full speed ahead. Four enemy shells have just missed her. Left, the officer of the watch of the Hasty is observing the movements of the ships, while on the horizon is H.M.S. Gloucester.



First photographs of the Battle of March 28 to be published are reproduced in this page. They show the earlier stages of the battle, which took place in daylight, when Vice-Admiral Pridham-Wippell succeeded in decoying the Italian ships towards the big guns of Admiral Cunningham's battleships. Above, destroyers are laying a smoke screen to cover the approach of the British Fleet. While doing it they were shelled by the Italian battleship, Vittorio Veneto. H.M.S. Gloucester, which joined with the destroyers in making the smoke screen, is seen below. *Photos, "The Times"*